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Special Features This Issue
"Track of the Typhoon"
"Coast to Coast" - "DD26 Shoal Draft Cruiser"



messing about in BOATS

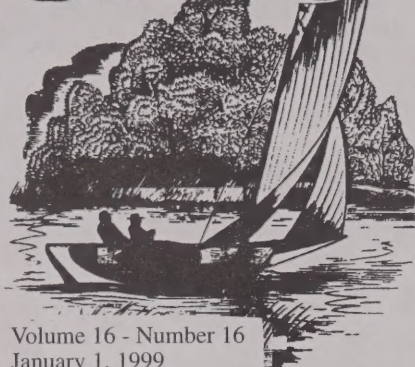
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messing about in BOATS



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Commentary...

Bob Hicks, Editor



Starting off our new year we're going for another serialization of a bygone book. The facing page is the beginning, and it will carry on in each issue well into summer I'd guess. Last year our serialization of *By Waterways to Gotham* brought us by far the most favorable reader responses so I thought I'd try it again with *Track of the Typhoon*.

Both these books were published in the early 1920's, an era when some of those who had the means seemed to be truly into doing adventurous things afloat in their own boats. Lewis Freeman chose to travel from Milwaukee on the Great Lakes to New York in a small open skiff he had built, powered by one of his friend Ole Evinrude's early outboards. William Washburn Nutting's idea was to cruise to Europe and back in a sloop designed by his friend William Atkin to meet the anticipated demands of the trip.

While neither of the authors ever allude to it directly, their relative ease in contemplating the financial investments necessary and the free time they would need to carry out their adventures indicates that both had sufficient means to pursue their adventures unhampered by financial and time constraints. Neither chose, as so many wanna be adventurers today do, to obtain sponsors to pay the expenses. It was just done because they wanted to do it and they paid their own ways.

In his opening remarks in the Preface on the facing page, Nutting summarizes the amateur nature of his endeavor nicely, "...we sailed her across the Atlantic and back again for the fun of the thing." What a dream, how many of us would like to just go ahead and prepare for and carry out whatever our own individual dream afloat is, spending whatever money and time it required to do it right? I know a few of you have done so from the stories you send to us. What sets Nutting's adventure apart is the breathtaking scale of it. Design, outfit, launch and sail off in a boat directly across the Atlantic and then back, its first miles afloat adding up to over 7,000 before they got back.

Other than the merits of the tale itself I have another motivation for publishing it. The book is one my Dad had in the bookcases when I was growing up. I read it of course, probably before I was twelve. Dad had it when he was in prep school at Philips Andover academy at age 17, according to his notation on the flyleaf. It was 1923, and so it was a just published new book. In his youth Dad apparently had an abiding interest in boating for he drew many, many boats on his schoolbook flyleafs.

This must have been inspired from several summers he spent in Newport, Rhode Island at his grandfather's "studio". Elijah Baxter was a lifelong artist who painted until he was 88 and at that time had found a place as a darling of Newport summer society. In one of his earlier affluent periods he had owned a 42' Herreshoff yawl, *Amorita*, of which I have a photo.

Dad and his grandfather used to go down to the dock Friday evenings to view the arrival from New York of Commodore Vanderbilt's 320' steam yacht *Corsair*, an experience Dad often commented on. Later on a college friend at Yale and he planned to acquire a boat together, once established in their professions, and go cruising. I think it was to be a motorboat.

But Dad met Mom, married, started a family (one of my younger sisters and I) and then in 1931 the Great Depression closed in and ruined that professional dream. After a couple of years with no job spent working on an aunt's farm to feed and house his family, Dad got a job driving a milk truck. It wasn't until World War II that he finally found his vocation and enjoyed 25 years working at what he enjoyed. And it wasn't until about 1960 that finally he got his boat.

Dad bought a used 17' Century in-board utility runabout from Bunny Fernald, who still operates his Fernald's Marine on the River Parker in Newbury, Massachusetts. After a couple of seasons in salt water on Plum Island Sound, Dad moved the boat to Lake Winnepesaukee in New Hampshire. In a couple of years he bought a new 18' Century Raven and moved to the nearby smaller, but less busy and developed, Squam Lake. Finally in his 70's he gave up the boat, too much trouble to maintain it. A modest life afloat but it did please him, a youthful dream realized.

I didn't share much of this, I was immersed in my motorcycling career. Once or twice a year my growing family would spend a day with Dad and Mom in his boat, motoring around enjoying the summer scene on the lake. My daughter, in her early teens, actually got to water ski behind Dad's boat, an experience she fondly recalls today.

So William Washburn Nutting's story of his great adventure aboard his *Typhoon* had some long term influence on my Dad I guess, for he came in time to have his own more modest adventure afloat. Dad had given up his boat about the time I started this magazine, but he continued to be pleased that I was doing this, I guess he was more comfortable with it than with my 30+ years involvement in motorcycling. He died at age 91 in 1997, just worn out.

In Our Next Issue...

Hugh Horton looks in on small boating in upstate New York in "Travels With Hugh"; Bob Simmons reports on the "Pend Oreille Rendezvous in Oregon"; and Sally Swineford tells us what went on at the "Georgetown Wooden Boat Exposition" in South Carolina.

Dick Harrington begins a two-part article on his Chesapeake Bay cruise in "Sign of the Crab"; Tim O'Brien is afloat again in his houseboat *Shoobox* on the Massachusetts north shore in "Rowley Revisited"; and Olof Johnson and Marguerite Lum have tales of travails afloat for us in Olof's "A Harrowing Night" and Marguerite's "Terror". And our serialization begun January 1st of "The Track of the Typhoon" continues.

Paul Bennet tells about his search for the ideal boat "In Search of *Ooh-Rah-Rah*"; Berk Eastman responds to Phil Bolger's most recent design concept in "The Box Keel is Back"; David Gray describes his foamboard hulled dinghy in "Notes on *Hot Tub*"; and Alv Elvstad presents his "Pakboat Folding Canoes" designs.

Richard Carsens carries on his "Dreamboats" series with "A Practical Rig"; William Mantis discusses "Raising a Mast"; and Hugh Horton presents his ideas on "Sailing Canoe Cruising". Phil Bolger will be with us also.

On the Cover...

The frontpiece from our new book serialization feature, the 1922 book *Track of the Typhoon* is captioned, "So far as the weather was concerned, we might as well have been on the Grand Banks all the way to the Scilly Isles." It's a great tale.

Preface

Except in the case of Shaw, who writes a preface and then sticks on a play to justify it, prefaces are usually sort of after-thoughts put in at the beginning. Further than that, I don't know much about them, but after looking over the rather technical beginning of this book, I feel that we need something of the kind to get the reader under way with sufficient inertia to carry him through the doldrums of the first chapter. Furthermore, there are certain things still to be said for which there seems to be no other place. And then, too, most books have prefaces.

On a cold, blustery, late November day in 1920, a little black yacht beat her way slowly through the Narrows against an ebbing tide and a raw nor'wester and tied up at St. George, Staten Island. To the casual observer there was nothing unusual about the event, except possibly the lateness of the season, but to the practiced eye there were signs that spelled something more than a post-season run to the fishing banks.

Her storm trisail, her tattered ensign, her decks and rail scoured white, the life lines strung between her shrouds, all were marks that told of a battle with strong winds and heavy seas. She was the *Typhoon*, 32 days from the Azores and, in her short career, since her launching in July she had completed a cruise of 7000-odd miles that had taken her twice across the North Atlantic.

It was not long before the reporters and the movie people found her, a horde of inquisitive visitors who came aboard and asked endless questions, or left abruptly when the pitching of the little vessel in the harbor chop proved too much for unaccustomed stomachs. "Shades of Stephen Brodie," I thought when I read the harrowing accounts of our cruise the following morning, and I felt myself losing standing as an amateur sailor and skidding into a class with Steve and the immortal who went over Niagara Falls in a barrel.

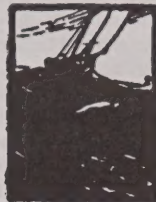
Not that there was any very serious motive behind the cruise of the *Typhoon*. We were not trying to demonstrate anything, we were not conducting an advertising campaign, we hadn't lost a bet. Nor were we subsidized by anybody who had, or was. I had the little vessel built according to Atkin's and my own ideas of what a seagoing yacht should be, and we sailed her across the Atlantic and back again for the fun of the thing.

We feel that the sport of picking your way across great stretches of water, by your own (newly acquired) skill with the sextant, pitting your wits against the big, more or less honest forces of nature, feeling your way with lead line through fog and darkness into strange places which the travelers of trodden paths never experience, chumming with the people of the sea, these things, we believe, are worth the time, the cost, the energy, yes, and even the risk and hardship that are bound to be a part of such an undertaking. We did it for the fun of the thing, and we believe that no further explanation is necessary.

Explaining the cruise of the *Typhoon* on such grounds recalls that delightful situation in Henry Sydnor Harrison's novel *Queed*, where the absent-minded young philosopher who has been knocked down in the middle of a crowded crossing by a huge dog pauses, before rising, to inquire of the young lady pro-

The Track of the Typhoon

By William Washburn Nutting



prietor of the dog, "What's the good of a dog like that? What is he for?" You will recall that the young lady replies, "Why, he's a pleasure dog, a dog to give pleasure to people."

Typhoon's was a pleasure cruise.

How many of the really big expeditions of the past, things that would make the cruise of the *Typhoon* pale into insignificance, were inspired by a burning scientific purpose, and how many just from the love of action, the hardship, the fun? Recently I had the pleasure of meeting Capt. Robert Bartlett. Do you suppose that Capt. Bob was lured to the Arctic by any profound scientific conviction?

Do you think that Theodore Roosevelt was driven through the African wilds and the Amazon Basin as much by a scientific itch as by his love of adventure? Do you believe that my friend, the late Harry Hawker, attempted to fly across the Atlantic so much from an uncontrollable urge to demonstrate the feasibility of transoceanic air travel as from an exuberance of youthful spirit? Neither do I.

Of course, these people all had at least an excuse whereas we hadn't even a scientific shoestring, except possibly the vindication of our ideas about the seaworthiness of small vessels. But why have any excuse?

To be sure it is always desirable to have an objective, especially when one is asking for several months' leave, and we seized upon the British International Races for this purpose. Why not sail across and cover them for the magazine? The races were scheduled to start on the afternoon of the 10th of August and, in order to reach Cowes in time, we planned to start on the 1st of July. But, as always with a new boat, *Typhoon* was not finished in time.

In fact, she was launched three days after the date set for our departure, and it was not until the 18th of July that we actually cast off. There seemed but one chance in a hundred that we could make it, especially after the failure of our motor at the start, but we *did* make it and that saved the cruise from becoming rather pointless in the eyes of those who require any further motive than the one to which I already have confessed.

Many people who seem not to realize that size is the least important element in the seaworthiness of a vessel, felt that in looping the Atlantic in so small a boat we had taken too great a chance. The *New York Tribune*, for example, while it did run a bully full-page

story about the cruise, for which we are duly appreciative, printed an editorial in which it praised the accomplishment as a feat of seamanship, but added that this sort of cruising is too dangerous to be considered sensible yachting and hardly the sort of thing for American yachtsmen to emulate.

Now, apart from the question of the risk involved, which is largely a matter of personal opinion, I feel that what American yachting needs is less common sense, less restrictions, less slide rules, and more sailing. As an example of what the ponderous technicians have done to yachting, take the situation of the *Shamrock* and the *Resolute* lying at their moorings on a day set for the last race for the America's Cup because they could not risk their gear in a brisk, whole sail breeze.

Contrast with this the picture of the crack Gloucester schooner, *Esperanto*, and this year the *Elsie*, beating it down to Halifax to meet the pick of the Blue Nose fleet, a prayer in the heart of every man aboard that it would "blow like hell." Isn't the latter picture more typical of what we should like our yacht racing to be?

Is "Safety First" going to become our national motto?

However admirable this sentiment may be when applied to the ordinary everyday pursuits of life, it has no place in the glossary of sport. If you apply such a limitation to yachting or to football or to mountain climbing, you will emasculate it into a pale, weak thing unworthy of the name of sport. If the risk were to be taken out of our sports, we should defeat our own purpose for no one would go in for them, at least not while rum running offers so much excitement, or sticking up a bank.

I think it is reasonable to say that a country is only as big as its sports. In this day, when life is so very easy and safe-and-sane and highly-specialized and steam-heated, we need, more than ever we needed before, sports that are big and raw and, yes, dangerous. Not that we recommend taking chances with the "roaring 40s" in the middle of November, or crossing the Atlantic on the fiftieth parallel at any time of year. This sort of yachting, I suppose, never will be popular. But I do hope that if there is any result from this book on the *Typhoon*, it will be to inspire a confidence in the possibilities of the small yacht and instill in the youngsters an interest in the sea and a desire to explore our wonderful coastline in their own little ships.

The following story covers the history of the *Typhoon* from the time of her conception to the finish of her cruise a year later. I have kept the chapters in chronological order, pretty much as they appeared originally in the pages of *Motor Boat*. If the discussion of the boat itself seems dry and uninteresting to those unfamiliar with the language of the sea, they are at liberty to skip the chapter entirely or wade through it with the help of the glossary in the back of the book.

I have felt that the few stories of this kind that have been published in this country, have been lacking in the more technical side of the subject and therefore are unsatisfying to the yachting enthusiast. Why the American publisher should be so squeamish about technical detail in a book of fact, when he will stand for any amount of it in the fiction of such writers as Kipling and Conrad and H. G. Wells, is difficult to understand.

It is primarily for the yachtsmen and for the youngsters, most of whom have an inher-

ent love for boats, that this book has been written, but if the story proves of interest to a broader audience and helps to establish what Slocum and Voss and Blackburn and Day already have proved, that the size of a boat has little to do with its seaworthiness, well then, I shall feel that unjustifiable pride that comes when you take a kid to the circus to cover your own interest in the show, and someone praises you for your magnanimity.

Chapter 1

How *Typhoon* Came to be Designed and Built

It would be hard to say just when the idea of the *Typhoon* had its beginning. Possibly it was one night in October, 1920, in the snug cabin of the *Elsie*, way down at the other end of Nova Scotia. Casey Baldwin and I, not to mention Johnny Walker, had sailed up the Bras d'Or Lake after ducks, and at nightfall had anchored in a little cove several miles from Baddeck. It had been a year since Baldwin had trod the gay white way and six since *Nereis* and I had plowed out the Great Bras d'Or Passage bound for Newfoundland. There were many things to talk about.

Casey and I did most of the talking, while Johnny, faithful fellow, just sort of stood by and furnished the inspiration.

Finally we got down to the inevitable subject of boats and more particularly to cruising boats for, after all, what sort of a boat can hold a candle to a cruiser for the great big gobs of enjoyment that it returns on the investment? Now Baldwin has several boats, including the famous *Scrapper*, known throughout eastern Canada for her consistent showing in many a race. She's a little "R" boat and, when there's a regatta on at Halifax or Sydney, Casey sails her down the coast, races her, and sails her back again.

Although the *Scrapper* is a rater, she's a comfortable boat for two people, even for coastwise cruising, but the *Elsie*, in whose cabin we were sitting, was more nearly his idea of what a cruising boat should be. *Elsie* was designed by George Owen for Gilbert Grosvenor, the editor of the *National Geographic Magazine*, and was built at the Bell Laboratories. She is really a modified "P" boat, 56' overall, 36'6" on the waterline, with 12' beam and 6' draft. She is rigged as a knockabout yawl and has an auxiliary motor

of 17-25 hp, driving a 28"x28" propeller through a silent chain reduction gear with a ratio of 2 to 1.

When we got along to boats for short-handed work, or even for single-handed sailing, Casey ventured the opinion that if, through any unkind freak of circumstance, he was ever doomed to sail alone from Baddeck to Broadway, he'd rather it would be a boat like the *Elsie* than one of the so-called single-handers. He is all for a big boat, as big as possible without going beyond the strength of one man in the matter of the mainsail and the ground tackle, which are really the limiting factors.

I'm not. I think a single-harder should be as small as possible without sacrificing full headroom, say, 28' to 30' on deck. Many a good boat is smaller than that, especially in England, where they have made an art of tabloid cruisers, but I'd put 28' as about the limit. The righteous walk uprightly, as my friend Jim Pitkin would say, and you can't get full headroom in a properly designed boat under 28'.

But single-handing it, while a most worthwhile experience, is, after all, not the most desirable way to cruise, and so we left this matter entirely unsettled and turned to the question of the most suitable type of boat for coastwise or even deep-sea cruising in general, a boat to accommodate, say, four persons. Many times before we had talked over the possibility of a cruise along the Labrador, or to Iceland, or even across the Atlantic, and so we kept at it until we had a pretty good idea of what a cruiser for this purpose should be.

By this time Johnny Walker was merely the empty shell of a departed spirit, and we decided to call it a day.

In order to get to the subject of this story, we'll have to skip the harrowing account of how two sleepy mariners, each afraid of the ridicule of the other, went overboard for a swim on the following cold, rainy, late October morning, and how an accommodating duck made it possible for a bespectacled editor to rise several points in the estimation of a skeptical engineer. Suffice it to say that we spent the greater part of the following day in the drafting room of the Laboratory giving expression to our conclusions of the night before. Result: a 40', fisherman style, ketch rigged with an auxiliary motor.

ought to have about 750 to 800 feet. That's about as far as we got, for the weather improved and it was too fine to stay indoors when the remarkable glider, *HD4*, the fastest thing afloat, was waiting impatiently for a crew.



The Bell-Baldwin glider, *HD4*, at 70 mph.

After returning to New York, I took up the cruiser question again with William Atkin. Time and again Atkin and I had talked over such a boat and we talked a lot more, but it was not until well after the first of the year that we decided that we'd done enough talking and, if we really believed in such a boat, she deserved to be built and, furthermore, to be given a fair tryout.

We decided to do it.

Atkin was the logical man to draw up the lines. He is a clever designer of small craft, he knows precedent, but is not bound by it, in fact, he's fairly bursting with sound original ideas which make my own look as reactionary as those of a hard-boiled Republican Senator. Furthermore, having built many boats, he knows a thing or two about construction.

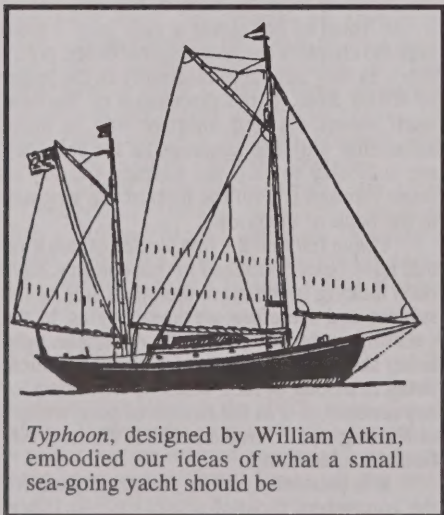
I knew Baldwin would like to build her in the bully boat shop, which is a part of Dr. Graham Bell's laboratory, and I knew all the men who worked there would welcome the change from a recent diet of lifeboats. And they are as skillful a crew as there is in Nova Scotia, the home of good boat builders.

A wire confirmed my suspicions and we went ahead.

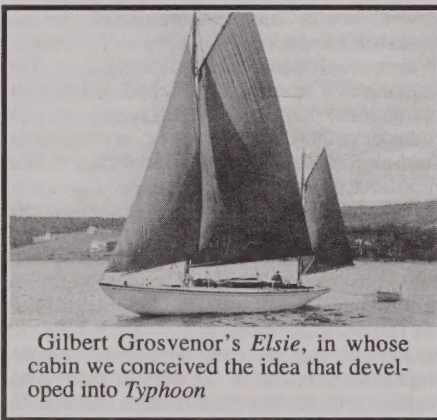
Our first idea was that *Typhoon* should be 40' on deck, which seemed a pretty big boat to me. Atkin got out the first set of lines and we sent them post haste to Baddeck, and then waited to see what the effect would be. Baldwin went into telegraphic ecstasies over them at several cents a word, but suggested that we stretch her out to 45' by spacing equally between stations. The ease of planking the longer boat would offset the increase in material, he said, so that the cost would remain substantially the same. Reluctantly we wired back to do it and we were glad we did when it came to doping out the interior accommodations for four men.

The next word from Baldwin indicated that he'd been figuring her displacement, for he suggested that in order to be on the safe side we'd better add 3" to her already liberal freeboard and, if necessary, sink her that much deeper with ballast. He believed we were figuring a bit too closely, considering the endless amount of junk we'd have to load her down with for the long cruise. We acquiesced reluctantly to this also, which necessitated certain slight changes in the flare forward and the tumble-home at the stern. The result is the lengthened design shown herewith.

Now look at the lines and the body plan carefully. You will see that she is somewhat over 45' over all, 35' on the waterline, by 12' beam and slightly over 6' draft. You will see also that she is not really so much of a fisherman as you thought, below the waterline. Note the slightly hollow waterlines and sections at

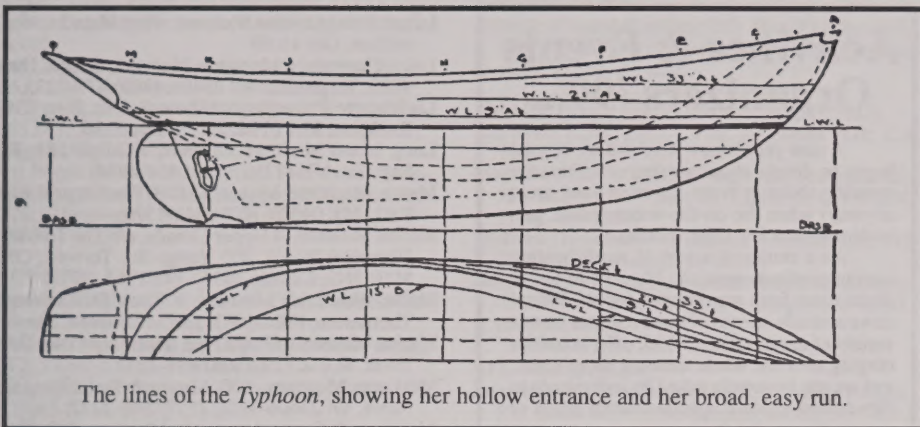


Typhoon, designed by William Atkin, embodied our ideas of what a small sea-going yacht should be



Gilbert Grosvenor's *Elsie*, in whose cabin we conceived the idea that developed into *Typhoon*

We tried a sort of bug-eye rig on the sketch we had made, with raking sticks and the typical leg-o'-mutton mainsail and mizzen but found that, even with excessive height to the masts, we could not get more than 450 square feet of sail on her, whereas such a boat



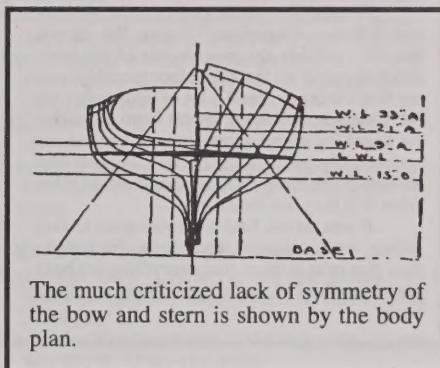
The lines of the *Typhoon*, showing her hollow entrance and her broad, easy run.

the bow, which correspond somewhat to Herreshoff's racing practice and to some of John Alden's auxiliary cruisers. A McManus fisherman would have fuller waterlines and fuller sections, and this is true also of William H. Hand's cruising schooners.

Referring to the body plan, and particularly to the midship section, you will see that we have ample, though not excessive, beam. This feature, with the well-pronounced bilges, should give us plenty of stability. Atkin has kept the deadrise moderate, somewhat less, in fact, than is customary in the English cruiser designs and in the Gloucester fishing type. That fatness of the sections at the garboard characteristic of the English designs has been avoided, as we believe it detrimental to speed, although we have employed the reverse curve to the sections at this point, as it cuts down wetted surface considerably and gives a cleaner flow of water.

The section at Station E is practically a straight line like the forward sections of a whaleboat, and from that point forward there is a slight hollow, giving an easy entrance, great reserve buoyancy, dryness in a choppy sea and a very full deck line. Aft the sections show less deadrise as they near the broad stern, giving a flatter run and easier buttock lines than those of a fishing schooner. Those big Gloucester schooners are practically double enders, and while this feature is good in a boat of their size, a shorter boat, especially to make good speed under motor power, should have a flatter run and easier buttock lines.

Notice the deep forefoot, which still leaves a good angle of drag to the long straight



keel. I have been unable to see why it is that so many designers cut the forefoot away on a cruising boat where the ability to spin about on her heel is of little importance. Of course, an easy forefoot is necessary with the knockabout type of rig where the stretched-out bow really takes the place of a bowsprit.

Without it the boat would gripe and you'd never be able to keep her off the wind. But for a craft with a nose pole it's different, and my experience with the old cutter type has given me a profound respect for plenty of forefoot. With it your boat will not be thrown off when trying to get to windward in a bad sea, and she'll lie-to in a moderate blow and let you go below and sleep without bothering with a sea anchor. Furthermore, she'll lie quietly to her mooring without wandering all over the lot.

You may think *Typhoon* dreadfully heavy in the quarters with such a broad stern, but remember that those quarters give us long run-

ning lines when heeled down, the very thing that is so valuable on racing craft that the "quarter-beam length" is penalized to keep the designers from carrying it to extremes. We lose slightly in this respect with our hollow lines forward, but we gain it aft.

One reason why Baldwin was so taken with the design was that she is bound to be easily driven. He spoofed me a bit for holding out for a fisherman and then sending him the design of a "rater." There's some truth in his accusation, but while I've always felt that fairly symmetrical ends were desirable for a sea boat, I have been strong for Tom Day's contention that a fast hull and a short rig make the best cruiser.

Besides, I like a broad stern and you'll find that the Old Man does too. Remember the *Spray*, with a stern as broad as one of Bill Rogers' jokes. Don't let them tell you that a broad stern won't run before a sea. It will rise up and over the sea instead of splitting it, and while this very fact may cause the bow to root if too fine, I feel that the tremendous reserve buoyancy of the forward sections above the waterline will prevent this in our case.

A noticeable thing about *Typhoon* is her sheer, another thing that I'm keen for. Doesn't she seem to fit the sea better than some of those flat-sheered ladies? Some will argue that a sea comes aboard most frequently amidships, and that freeboard is just as essential here as at the ends but, where headroom is not at stake, I'll take mine at the ends.

And I'll have the bowsprit follow out the line of the sheer, it not only looks better, but it helps to keep you out of the water when you're on the end of it muzzling the jib in a seaway. Notice that the low point of the freeboard is nearer amidship than is usually the case, allowing plenty of rise to the stern where freeboard is just as desirable as at the bow, and notice the bully profile of the short sea-going ends.

Before dismissing the subject of the *Typhoon's* lines, I want to call attention to the fact that the fineness of the waterlines and the forward sections is not so great as it at first appears, due to the short overhang and the exceptionally deep forefoot. If the forefoot were to be cut away in the customary manner and the lines faired up, this apparent fineness would not be nearly so noticeable and there would be just about as much boat left as in the orthodox design.

(To Be Continued)

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Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759. (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.
Wooden Boat Workshop of Door County, 4865 Court Rd., Egg Harbor, WI 54209. (920) 868-3955.

CONTEMPORARY YACHTING

Amateur Yacht Research Society (AYRS), c/o Frank Bailey, 415 Shady Dr., Grove City, PA 16127.
Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442. (954) 725-0640.

MARITIME EDUCATION

Duxbury Bay Maritime School, P.O. Box 263, Snug Harbor Sta., Duxbury, MA 02331. (781) 934-7555.
Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

Activities & Events Organizers '99...

A new year is now here and we'll soon begin to dream about our opportunities for messing about in boats (in winterland areas anyway) when the on-the-water season gets underway in a few short months.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (978) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Delaware Bay Schooner Project (Schooner A.J. Meerwald), 2800 High St. (Bivalve), Port Norris, NJ 08349, (609) 785-2060, <AJMeerwald@juno.com>
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (978) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.

Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (757) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (978) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Downeast Ship Modelers' Guild, c/o Roy Wheeler, 295 Washington St., Bath, ME 04530. (207) 442-0097.
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (781) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084.
Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC. (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (757) 463-6895.

New England Beetle Cat Boat Assoc., c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670.
San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142, email: <jgosse@juno.com>

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcresst Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Hulbert Outdoor Center, RRI Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.

Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

New England Canoe Racing Association, 102 Snipsc Lake Rd., Ellington, CT 06039. (860) 872-6375.

New England Downriver Championship Series. (203) 871-8362.

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

Wooden Canoe Heritage Association, c/o Julie McCrum, 1075 Winchester Ln., Aiken, SC 29803-9667, (803) 643-3800.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (978) 283-4695.

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Piscataqua Rowing Club, Prescott Park, Portsmouth, NH, c/o Mike Gowell, (207) 439-0886, or Jeff Taylor, (603) 228-4614.

Ring's Island Rowing Club, c/o Alice Twombly, 91 Seven Star Rd., Groveland, MA 01834, (978) 373-7816.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

Whaling City Rowing Club, c/o Lucy Iannotti, 57 Arnold St., New Bedford, MA 02740, (508) 993-8537, email: <kiresilk@msn.com>

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (781) 282-4580.

United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.

New England Steamship Foundation, 63 Union St., New Bedford, MA 02740. (508) 999-1925.

New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.

Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.

Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barneget Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.

Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o Calvert Marine Museum, P.O. Box 97, Solomons, MD 20688. (410) 326-2042.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Puget Sound TSCA, c/o Larry Feeney, 59 Strawberry Pt., Bellingham, WA 98226. (360) 733-4461. email: <larry@cedarcroft-press.com>

www: <http://www.seanet.com/~jrweiss/tsca-puget>

Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft Association, c/o Custom House Museum, 25 Water St. Newburyport, MA 01950

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Traditional Small Craft Club, P.O. Box 87, N. Billerica, MA 01862. (978) 663-3103.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (781) 272-9658.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

S.S. Crocker Association, 8 Mill Rd., Ipswich, MA 01938. (978) 356-3065.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,500+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.



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e-mail: nautical@capecod.net

Nick Schade's introduction to his clear and well-written "how-to" book outlines how he became interested in strip-built kayaks. He had done some paddling and wanted a boat of his own but, being a student, he didn't have the money to buy a sea kayak. Nick had helped his brother build a canoe using Gil Gilpatrick's book, *Building a Strip Canoe*, and it had turned out well. He started experimenting with strip building and designing sea kayaks and has been doing it for over 10 years. The introduction outlines his process of strip building in 71 steps including: Getting Ready, Stripping the Boat, Fiberglassing and Finishing the Boat. The last four steps are:

68. Find a suitable body of water.
69. Paddle.
70. Repeat steps 68 and 69 until you're ready to build another.
71. Go back to step 1.

Included in Chapter 1 is the best essay on the elements of boat hull design that this reader has found. It was a) clear and understandable, and b) NOT a cure for insomnia. When explaining about maneuverability and tracking, Nick says, "The wind picks up and is blowing in one ear and out the other. You don't want to expend all your effort in just keeping the kayak going straight..." Under "Choosing the Right Boat," there are examples of what kind of boat works well for various conditions such as large lake or sea, calm waters, long-distance trips, and racing. Specific examples are given of successful boats designed and built by Nick and other designers such as Rob Macks of Laughing Loon Kayaks.

This slim, dense hardback is a reprint of a work which I saw, but did not purchase, nearly 15 years ago. I had always regretted that decision, and so was happy to take the opportunity to review the book for *MAIB*.

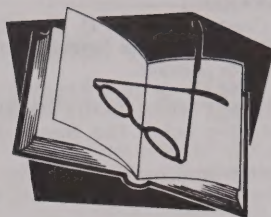
Douglas Pyle, a self-proclaimed amateur marine anthropologist, is by turns a travel writer and ethnologist as well. He paints a picture of the Caribbean as it existed between 1970, when he first arrived aboard his Robert Clark-designed sloop, *Eider*, until 1975, when he left the islands to return to the U.S.

The book is divided into 25 chapters plus a short introduction, which does a nice job of setting the stage for the chapters which follow, and an epilogue in which he revisits the islands and the path he has tread in completing the manuscript. There is generally a chapter for each island and its boats. The book also includes a bibliography for anyone wanting to read further on the subject.

The book features over 60 black-and-white photos, almost all of which feature boats underway or under construction. The book is also liberally sprinkled with drawings, mostly lines and sail plans. There are about 30 of these.

The book is written in a casual style and island dialects are rendered verbatim in many instances. Feelings about this may range from charmed to annoyance to discomfort, but the author writes with genuine affection for the people he meets and, in some instances, works with. They are people whose lives are relatively simple and not always easy.

If you know the region (and I don't), you may reminisce about "the good old days" or wonder what it must have been like to cruise



Book Reviews

The Strip-Built Sea Kayak, Three Rugged, Beautiful Boats You Can Build

By Nick Schade
Published by Ragged Mountain
Press, Camden, ME
202 pages, \$19.95

Reviewed by Monte Rhodes
rhodesm@apple.com

Tools and materials are covered in Chapter 3, where the author gives details about which tools he thinks are the best for the job and why. Sandpaper, scrapers, files, and the like are covered, plus wood, fiberglass, epoxy, and varnish. There is a discussion on the pros

and cons of using cove and bead strips vs. plain strips and what kind of glue is recommended.

A table of offsets with drawings for three of Nick Schade's kayaks are in the book. There is a chapter on lofting that the builder would need to know about if he or she were to build one of these kayaks from the book. Plans that can be ordered from the author (address below) include full-sized drawings of the frames, end forms, and cockpit shape.

Cutting strips, milling the cove and bead, cutting out and fitting the forms to the strongback, or building jib are well covered. Chapters on building the hull and deck, getting them smooth and covered with fiberglass and finished with epoxy and varnish were written with detail and humor. It's obvious that the author has made about every mistake possible, and is willing to admit it and give methods to correct them.

There is a full chapter on artistic creation with photographs and drawings of possible designs using the strips to make patterns. A chapter on fitting out a kayak for various uses, and one on paddle design and construction, plus an appendix complete this fine book.

The *Strip-Built Sea Kayak* by Nick Schade is well-planned, complete, well-written and well-illustrated. There are many excellent drawings and photographs of kayaks under construction and finished. If you are planning to build a strip-build kayak, this is your book.

Guillemot Kayaks, c/o Newfound Woodworks, 67 Danforth Brook Rd., Bristol, NH 03222, tel 603-744-6167, info@guillemot-kayaks.com, website www.guillemot-kayaks.com.

Clean Sweet Wind Sailing with the Last Boatmakers of the Caribbean's Lesser Antilles

By Douglas C. Pyle

Reviewed by Robert W. Tabb

these beautiful waters in less crowded and simpler times. One feature that I would imagine might still be a factor there (as in many anchorages) is the harbor bureaucrat. Pyle's encounters with these gentlemen run the gamut from those who are helpful and easy to get along with to those who are outright obstructionist.

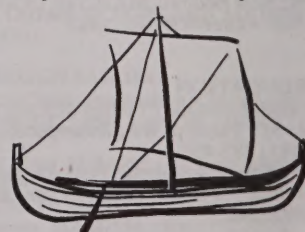
The boats the author studies are all of wooden construction. While the construction is often simple, the shapes are not. These boats are workboats, or of workboat origin, and plain construction is economical. Beauty is as beauty does, and these boats do!

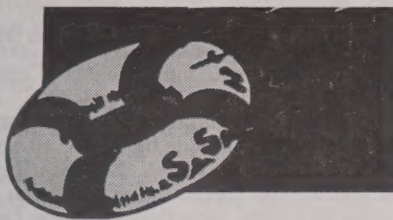
In the first chapter, Pyle writes about his initial embarrassment going sailing in *Flame*, a boat belonging to an émigré friend of his. As he is busily keeping his head down (apparently to avoid being seen in this beater of a boat), *Flame* starts footing on some of the high tech (an almost meaningless term now, when referring to the 70s) boats. By the end of the sail, he has a newfound appreciation for the boats of the region.

In subsequent chapters, the author recounts his tale of tracking down builders and measuring, sailing, and even helping in the construction of boats. He makes some interesting comparisons and draws a number of conclusions regarding the influences on boat builders in the region. Readers of *WoodenBoat* magazine will be familiar with some of this material.

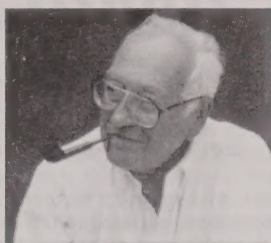
The boats vary greatly in size, shape, and rig. There are modified dugouts, sailing canoes, schooners, and more. Some craft are fitted with engines in addition to sails, a pragmatic nod to changing times. The boats are used primarily for fishing and cargo carrying, but racing is not given short shrift in the book. Some of the boats remind me of the log canoes racing on the Chesapeake with their hiking boards and associated gymnastics.

If you are interested in boats and their builders, *Clean Sweet Wind* by Douglas C. Pyle should be of interest. The many line drawings and photos supplement the text and allow the reader to see the boats and the people of the Caribbean as the author saw them over 20 years ago. While this does not seem like a long time, I wonder if today's sailors will recognize the place and the time Pyle describes.





Small Boat SAFETY



Tom Shaw
U.S.C.G.A.
Division 10

Statistics

The North Carolina Wildlife Resources Commission has just published a report on boating accidents from 1972 through 1997. It's an extensive effort and has more information than most of us need to know, but it does contain some fascinating figures. While these statistics are just for North Carolina, I suspect that the numbers in other states are not terribly different, so I share some of this information with you.

The good news is that over the past 15 years, while the number of registered North Carolina boats has increased by 368%, the number of boating fatalities per year has dropped by 36%. Granted, some small fraction of this improvement may be attributed to better and safer vessels and engines; these figures speak well to better educated and more safely conscious boaters. In 1997, only 1 out of every 1,465 North Carolina boats was involved in an accident.

"The Old Ed Stories"

By Eric P. Russell



Bottom Paint

One problem that confronts every person who has ever owned or worked on a floating object, much less a boat, is marine life. This means life forms which attack and weaken the structure by making it a home and food supply as well as those which simply treat it as a part of the environment that they can grow upon. There is no real sign of conscious malignance, any more than a cockroach seeks out city dwellers. To paraphrase Willy Sutton, "That's where the food is."

It is clear that if the environment were not clean enough to provide home and food for them the life would not grow, much less thrive. A prime example is New York Harbor. Thirty years ago, before *Clearwater* was launched and the environmental movement got strong and active, there was no reason to assume that pilings and other wooden structures would ever succumb to any attack other than the effects of ice or chemical erosion. Now the problem is an ongoing struggle to keep the infrastructure from being eaten faster than it can be replaced.

Floating the Apple's home pier, 84, at the end of 44th Street, is one of the piers affected.

Two years ago they had an underwater rebuild. The pilings and structure were supposed to be good for five years. They were re-surveyed at someone's request this year, and the outboard section of the pier was immediately condemned as being so unsafe that the various groups based there were not even allowed to go collect their chattels before the pier was fenced off, subject to rebuilding. Floating the Apple has struggled through their busy season. Thanks to having loaned boats to other organizations up and down the river, they have plenty of boats around to take part in their events.

When I was approached recently to get involved with testing an organic anti-foulant coat that is so environmentally clean you can drink it, obviously I got very interested. A possible side effect of this product is that it may also reduce the coefficient of friction between a hull and the water. This led to the following rumination.

Imagine that the difference between a planing hull and a displacement hull is not only a shape function but also frictional. At present, when the wind increases, a displacement sail-

Other figures are less encouraging. I believe they are worth sharing.

Sixty-one percent of all accidents in my state in 1997 involved only one vessel. Most accidents (54%) occurred on lakes, 13% on rivers, 22% on the ICW and the Sounds, and only .4% in the ocean. Perhaps that reinforces one of my long-held beliefs that those who boat on the sea have learned to have a real respect for it. Lakes, as the numbers prove, seem a whole lot safer than they really are.

One final set of numbers: In 82% of the fatalities (and North Carolina had 25 boating deaths last year) the victims were not wearing PFDs. More amazing (shocking is a better word), an incredible 18% of the vessels involved in fatal accidents had no PFDs on board.

What implications can we draw from this digest of statistics? At the top of the list is the announced intention of this state to require mandatory boating education, perhaps as early as the year 2000. You can imagine the controversy this will cause if it becomes law. In the meantime, let each one of us do every possible thing we can to educate our fellow boaters. We share in a magnificent recreation, and I submit that each one of us has an obligation to make it a safe recreation as well. What can you do? Join the Auxiliary, the Power Squadron, a local boating club. Work with young people, speak at various service clubs. Boating safety is the business of everyone who messes about in boats.



ing hull speeds up until water resistance (made up of friction and the weight of water the boat has to push aside in its movement) keeps it from speeding up any more. The extra force translates into stress on the boat and gear and, if allowed to increase enough, eventually damage occurs or the boat may sink or otherwise become distressed.

If the friction is eliminated, it might be translated into lift, allowing the boat to rise up in the water, similarly to a planing hull or a sailboat with hydroplanes. As the boat rises, friction area decreases, allowing the boat to speed up even more. Eventually, only the control surfaces of the boat remain in the water and the boat is essentially floating on air. Should the wind get strong enough, the whole thing might fly off like the vessel in a rather famous series of Buck Smith pictures.

Dear readers, I know this is not possible with current technology. The above is a rumination, not an engineering treatise. It would take a much larger friction reduction than the product we are looking at can provide. We are, however, working on it.

You write to us about...

Needs...

Let's Form a Boatbuilding Club

Right now I am primarily an armchair sailor but I would be interested in talking with others in my area about establishing a boatbuilding club. I have much boating literature to share, a fair set of tools and a modicum of boatbuilding experience from paper to steel. I invite interested readers to contact me.

Scott Shepard, 591 Cedar St., Manchester, NH 03103, (603) 644-5121.

Penguin Association?

I recently boat a wooden sailboat with no documentation. Turned out to be a Penguin dingy. I'd like to hear from anyone who can help figure the age. Also would like the address of a Penguin Dingy Class Association in Ohio or western Pennsylvania, and/or the International Penguin Class Association if it still exists.

Richard Ellers, 426 Central Pkwy, Warren OH 44483

Sail Camber in Lug Rigs?

Does anyone know for sure what the difference is, if any, on the camber of the sail when set up as a standing lug with a vang, as opposed to a balanced lug? My suspicion is that the vang flattens the sail more than the downhaul on a balanced lug because the vang would pull the spar (at the head of the sail) down, whereas the downhaul of the balanced lug exerts most of its downward force on the luff of the sail.

But I'm not sure. It might be that the combined force of the boom vang and the downhaul on a balanced lug ultimately exert the same downward force on the boom resulting in the same effect. Any sailmakers out there? How much can one add draft to a lug sail by loosening the outhaul?

Steve Anderson, 50 St. Andrews Dr., Ormond Beach, FL 32174

Marina Sitter Needed

I am in need of someone living aboard their own boat to look after our small marina this winter on Rockhold Creek in Deale, Maryland, on the western shore of Chesapeake Bay about 18 miles from Annapolis. As this is only a part time operation for me amongst other business pursuits and I live about 50 miles away I cannot be there to tend to any winter needs for various customer boats wet stored there.

I cannot offer employment but can arrange for agent income from slip rentals and independent contract work can be done if desired for customers. Anyone interested should be prepared to live aboard their own boat at the marina. Sailboat access is somewhat limited by shallow water. Full shore facilities (power, phone, water, bathrooms) are available on site. I do not allow others to liveaboard.

George Nesbitt, Hansel's Marina, 7131 Mink Hollow Rd., Highland, MD 20777-9773, (301) 261-5639, (410) 867-4180, (301) 854-9449.

Opinions...

Building the Glen-L Rob Roy Canoe

Readers who may be tempted to follow the procedures outlined in the two articles by Bob Hawk need to be aware that he has taken many liberties with Glen-L's scantlings and construction procedures. Whether or not the final product may have proved satisfactory to him, it differs significantly in beam, shape, and freeboard from their design. It should at least have been described as a "modified" Rob Roy canoe. My comments are based on my plans and instruction purchased from Glen-L, as well as many years of messing about in various paddle craft, including one of my own design.

As his previous contributions to this magazine indicate, Hawk has considerable boatbuilding experience, which includes a number of other Glen-L boats, so his difficulties with this one are hard to understand. Even in their catalogue description, Glen-L makes it very clear that 1/4" plywood is too stiff to be tortured into the required shape. They also warn (as would any designer) against modifications to hull shape, and include caveats about combining epoxy and polyester (such as Bondo) resin-based materials. I would be less concerned about the hull modification if justified by intended usage, but it appears it ended up the way it did simply because it was easier this way, and only 1/8" plywood at that! Clearly something was not being done right, and Glen-L is only a phone call away.

Glen-L's catalog describes the Rob Roy as "a hull shaped like the best of swift, agile, and quiet running round bottom canoes toward the ends, with the stability and load carrying ability of a vee-bottom chined hull amidships". The hype aside, these canoes have been used successfully as solo wilderness trippers and have even coped with moderate white-water.

As photos in the two articles clearly show, the "modified" version has ended up with a flat-bottomed midsection, reduced freeboard, and a peculiarly exaggerated curved sheer. The ends are forced outward by thwart instead of being allowed to assume the natural curve of the planking. These changes will certainly adversely affect tracking and stability. I do agree with Hawk that seating on the floor or kneeling against a thwart is preferable to the wimpy central plank seat in Glen-L's drawings, and like him also would change their strange gunwale design to something more conventional (but keep it light, please).

Having worked closely with the Mirror Class association and several designers over the years, I also must question the propriety of extensively modifying a stock design and then selling it under the original name. Part of the fun of amateur boatbuilding is in doing our own design and experimentation, but we should clearly distinguish between our own experiments

and those which adhere faithfully to a stock professional design, when passing our work along to others. Also, when multiple boats are produced from the same plan, don't forget the designer's commission!

Readers who purchase plans patterns for this canoe should have no trouble building it if they follow the scantlings and instructions supplied. Canoe design is a game of inches, especially so in the case of solo canoes. The Rob Roy as designed may not be the best choice for everyone. Marc Pettengill's Sweet Dream is built in a similar way, but Marc's building manual describes six different versions which may give more latitude to builders who want to fine-tune the design. For a quick and simple building experience, try Mike O'Brien's 6-hour canoe. For a really elegant stressed plywood version, check out the kits by Stillwater Boats. There's a lot more out there to choose from; and when in doubt, ask the designer! There's no need to bend any of these out of shape to get something that will work.

Wilfred B. Bryan, East Falmouth, MA

Editor Comments: While the November 15th issue carrying Part 2 of Bob Hawk's article was at the printer we received a phone call from Barbara Hawk informing us that Bob had died suddenly.

Enjoyed Great Tool Hunt

I have really enjoyed reading "The Great Tool Hunt" by Dynamite Payson. I suspect there is a great deal more lurking in his mind. Maybe you could get him to do a regular column like Phil Bolger, but possibly not every issue.

Roy Terwilliger, Harwich, MA

Non-Waterproof Adhesives? (Cringe!)

I cringe when I learn of someone using non-waterproof adhesives in boatbuilding for reasons of economy. In modern boatbuilding adhesives are fairly important, if they fail the boat disintegrates.

I have never had the courage to experiment with yellow carpenter's glue (as mentioned in Bob Hawk's "Building the Rob Roy Canoe"), but I have made the mistake of using interior glued lauan plywood for a boat...once! You can't fool interior glued plywood into thinking it is not on a boat by covering it with a good coat of epoxy and paint. Somehow it knows and the result is catastrophic.

All unmarked or doubtful imported plywood should be tested by the boiling water method. Don't take the seller's word that the glue used is exterior. If the plywood sample fails, put that sheet aside for uses other than in your boat project.

Bob Cole, St. Augustine, FL

And From the Cook Islands...

Re recent correspondence, don't change a thing about *MAIB*, there are other magazines which meet those other needs expressed. I subscribe to *Wooden Boat*, *Classic Boat*, *Boatman* (UK), *Boat Design Quarterly* and *MAIB*. You fill a niche these others don't.

I have built three boats so far this year; a Six Hour Canoe, a Wharram Polynesian sailing canoe and a Paul Fisher de-

sign, *Kari 2*, an 18' Norwegian faeroe double ender. The last is particularly beautiful and sails great.

Dick Adamson, Rarotonga, Cook Islands

Blaspheming God

The longer Tom writes ("Lorelei" Nov. 15th), the more he hates God. It's hard to know why that's since God has spared him many perils in his often foolishly ill-prepared travels.

If I were Tom, it would seem to be more appropriate for him to thank God for preserving his life and allowing him to see the beauty of the sea with all its many facets and times and seasons.

He used to write very entertaining sea stories. Now, his sea stories just provide a forum for his latest hobby, blaspheming God.

Dr. Nord Isaacson, Branford, CT

About Using Automotive Parts

Tom Shaw's comments, "I strongly suspect that the carburetor and fuel pump were automotive rather than marine parts" in "Small Boat Safety" in the November 15th issue can use more emphasis. The widely used automotive fuel pump operates by a camshaft actuated lever powerfully pumping a diaphragm, with fuel on one side and crankcase breathing on the other. If the diaphragm is holed the system admits gasoline directly into the engine crankcase, from where it can escape into the bilge via the breather.

Under certain atmospheric conditions blowers can generate static electricity, which combined with above fuel vapors can lead to big trouble in gasoline inboard powered boats.

Norm Benedict, Santa Maria, CA

Useful Information...

Mystic's Boathouse for 1999

Our Boathouse at Mystic Seaport had a very good season in 1998 and now for winter we are preparing to start maintenance on some of our livery fleet in the boathouse itself. Jack Vibber donated a wood stove, installation is complete, and now we are awaiting wood.

Our 1999 schedule has been established beginning on May 15th. In addition to renting our livery boats we'll be offering one day boathandling classes and sponsoring summer sail racing series for Beetle Class Portsmouth Handicap Class traditional sailboats.

Interested readers may obtain a copy of this schedule from us.

Sharon Brown, Manager, The Boathouse, Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990, (860) 572-0711

Unfix Your Shroud ?

Some real mainstays of small boat rigging are firmly attached shrouds. Why? Well to brace the mast from breaking. However, envision winds blowing around the compass; in how many quadrants is the shroud needed to do its job ? Certainly with winds abaft the beam it provides minimal tension. However, during their

lifetime the shrouds exert considerable force downward into gunwales, mast step and garboard areas. And masts frequently break at spreader holes.

Conversely, Murphy's Winds must prevail when approaching some docking location, that is, a sudden gust from the stern hastening the approach and delaying pulling down the sail. Here, the shrouds keep the boom winged out to draw maximum thrust from unwanted Murphys. Very few people have sailed unstayed mast boats, which apparently has kept the Good News repressed. A most marvelous feeling is when the mainsail wings out powerlessly over a bow quarter. In fact, I sailed one small boat with a cat marconi in a windy area for years without ever coming about into the wind. Conditions dictated falling off like the square riggers. No problem, the sail went aflying allowing seat changing and subsequent hauling in the mainsheet for the next speedy beam reach.

We carried this feature in converting a Thunderbird Class sloop with a most homemade Chinese lugsail. Not wanting to risk the T-Bird mast, a tall pole assigned to holding up a home TV antenna was pressed into service. Then it became evident a temporary detachable shroud was the answer. On runs with the junk sail pulling like a locomotive, the shroud was detached to be run aft like a running backstay. We had no conventional levers, so mainsheet winches were pressed into service. For certain, the kinda shroud provided most selective tensioning.

And what a wonderful feeling, particularly sailing single-handed to know that unwanted conditions can be solved by letting the main fly freely ahead. Your arrival can be kept under control by some fast dock footwork sans sudden stopping with the bow setting new altitude records climbing the dock, or smacking head on to some building or seawall. Or worse, someone else's boat. As this advantage is appreciated and pursued, I can envision some real cowboy-rope expertise developing.

Here's a Seagull outboard safety note: Seagull outboards get a bad rap from questionable performance in heavy weather conditions. They require a \$.50 storm cowl that allows inducted carburetor air to enter a 90 degree course from the underside. Otherwise, wind blows straight thru the side-draft venturis of Amal and Bing carburetors considerably leaning out the mixture. Many a Seagull has been traded off in the wrong belief its heavy weather performance was either irregular or lacking.

Norm Benedict, Santa Maria, CA

Freestyle Canoeing Video

A videotape of the 1998 Interpretive Freestyle Canoe Exhibition held at the '98 Southwestern Canoe Rendezvous in Houston, Texas is now available. Coverage includes individual performances by members of the Freestyle Committee, a group flash number and a demonstration of Greenland kayaking skills. \$20 will get you a copy, we are distributing the tape at cost as a service to the paddling community.

Marge Cline, 1343 N. Portage, Palatine, IL 60067.

Activities & Events...

Extraordinarily Successful Season

Thanks to the encouragement of its supporters near and far, Lake Champlain Maritime Museum has just completed another extraordinarily dynamic and successful season! Highlights include:

Sharing the history of a truly great lake with more than 25,000 visitors to our Basin Harbor site, 3,000 of them school children.

Completing the third successful season of the Lake Survey Project with the discovery of a significant 19th-century working canal boat and archaeological documentation of two previously located shipwrecks.

Opening a number of important new exhibits including a geological perspective of Burlington Harbor and Virtual Diver.

Constructing a one-sixth-scale model of the *Philadelphia* with staff and volunteers in the Museum's new model-making shop.

Redesigning and enhancing the Revolutionary War in the Champlain Valley exhibit for display at The Navy Museum in Washington, D.C.

Beginning the conservation of a remarkable War of 1812 anchor thought to be from the British frigate *Confance*.

Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491

This Magazine...

Where Was It?

It seems that in each of your issues there is at least one article (sometimes more) with no clue as to the general location of the action. A recent case in point was the interesting piece by Edward Tucker on the Chatham Gunning Skiff in the November 15th issue.

The only specific place named was "North Beach", which could apply to almost any body of water in the English speaking world. The mention of eastern and western cedar probably narrows the search to North America but that's as close as it gets.

Even so enjoyable a story as this one leaves me slightly frustrated from not knowing where it happened.

Charlie Mink, Pensacola, FL.

Editor Comments: You're right, Charlie, I'll pay closer attention to locales. Edward's Chatham Gunning Skiff was indigenous to Cape Cod in Massachusetts.

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Saratoga Passage San Juan Islands Row

Part II

By Frank Cameron

The next day's row from Patos to Stuart Island started late. The tidal current flooded north until about noon, then turned south in my direction. I began rowing south at about 11:00 AM. First the camping gear had to be loaded on the boat with waves breaking on the beach. The breaking waves threatened to swamp the boat by forcing it sideways on the beach and coming over the side. It worked well to set a bow anchor to hold the boat off the beach, then running a stern anchor to the beach to stabilize the boat. There is a reason this is called Active Cove. After a few trips wading through the waves, the boat was loaded and I was underway past Skipjack and Waldron Islands to Stuart Island.

The tide had changed at Stuart Island. When I entered Johns Pass, it was another slow, strenuous, uphill row through the kelp and backwaters to work through the current to Reid Harbor. Reid is very protected and very popular, with over 100 boats packed in the bay. In spite of the crowd, a curious sea otter swam up to investigate, and a deer browsed on the shore as I cooked dinner on board.

To catch a favorable tide through Spieden Channel and San Juan Channel, I started early. A visit was planned to Friday Harbor with the night's destination being Turn Island or Fisherman's Bay. Though the current was favorable and the scenery outstanding, the wind was blowing 10 to 12 knots from Friday Harbor, it was another long, uphill row for most of the morning. The wind died as I entered Friday Harbor. The town's business is tourists and business was good. Habit and fond memories took me to Herb's Tavern for lunch. Herb's is the only eatery where the waitress has asked if the food was greasy enough. Definitely!

Departing after lunch, I saw a pod of whales feeding in the distance and continued to Turn Island. The campsites and small anchorage seemed crowded, and it was early in the day to stop. There were predictions of high winds that night and I wanted the shelter of Fisherman's Bay.

The row across San Juan Channel took longer and the high winds arrived earlier that expected. The wind increased and increased again and I rowed in winds in excess of 20 knots for a couple hours. The Smith Island weather station, 10 miles away, measured winds of 23 to 28 knots during this period. Although a few cupfuls of water came aboard, the boat handled the wind and waves well.

Though Fisherman's Bay is well enclosed, it provides little shelter from the wind. Surrounding land is so low that the wind blows through at full force. Shelter was found behind a small wooded peninsula near a hayfield. While I ate dinner onboard a doe and her fawn grazed in the hayfield.

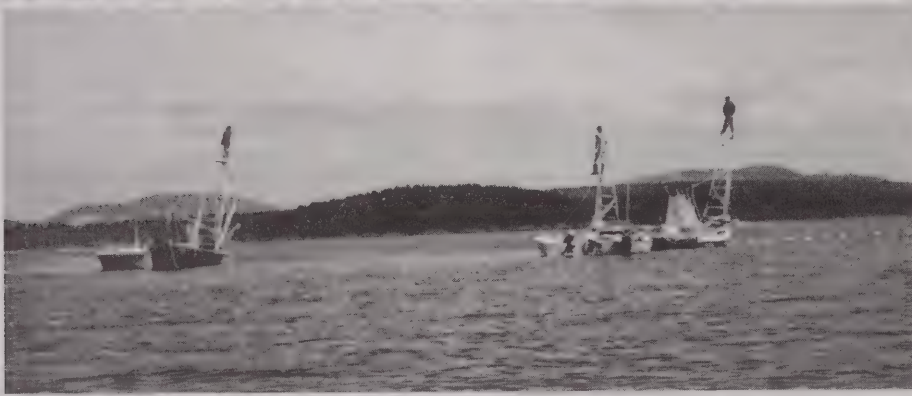
Captions, left, top to bottom:

Wind picking up in San Juan Channel.

Indians reef-net fishing for salmon.

Fred and Anna at Pelican Beach.

Sandpiper back home in the Ship Canal, adventuring over.



In the morning I went into Lopez Village to make some phone calls and have breakfast. Lopez Village is a nice 15-minute walk from the marina, has a store, church, several restaurants, a video rental shop, a T-shirt shop, an espresso cart, and other necessities of civilization. Before leaving, I refilled the water jugs. The two planned water stops, Stuart and Jones Islands, did not have water. The water system at Stuart was broken and the well at Jones had gone dry.

Rowing from Fisherman's Bay north through Upright Channel to Peavine Pass was spectacular and uneventful except for the boating traffic. This is on a major route between two of the larger towns, Anacortes and Friday Harbor, and is very busy with yachts and ferries. Outside of Fisherman's Bay, I watched members of the local Indian tribe fish with their traditional reef net rig.

After Peavine Pass, I stopped at Deer Point to see friends, then left for Cypress Island. Crossing Rosario Strait the winds increased, blowing straight in from the Strait of Juan de Fuca. Several hours were spent rowing in winds of 15 to 20 knots, contemplating where to run downwind if the wind increased and hoping for a sheltered cove on Cypress Island. Somewhere out there I actually began to feel confident in the boat and comfortable with my skill rowing in 20-knot winds. The west side of Cypress had a couple of small bays but they were either heavily posted with "No Trespassing" signs and were not very welcoming, or were rather exposed to the wind. I worked around the north end of the island, trusting that there was shelter from the wind and hoping for a snug harbor for the night.

Several boaters suggested a visit to Pelican Beach, but two puzzles occur: there are no pelicans here, so why is there a Pelican Beach, and why don't the charts and guide books show a Pelican Beach? As I progressed down the lee of the island, a cluster of small boats appeared on the beach, then some tents and a small beach campground. Five men came from the campground to the waters edge. The leader waved and shouted, "There's an open campsite right here!" After I landed, they helped carry my gear to the camp, offered assistance anchoring and fire wood, and thoroughly inspected my boat.

This was Pelican Beach, the boats on the beach were Pelican Class sailboats, and this was the annual cruise of the Samish Peninsula Pelican Squadron. Some of them had been sailing to this beach to camp for 60 years and sailing Pelicans for 40 years. These were the most comfortable, helpful, friendly, experienced beach camper/cruisers I've ever met. Annually they come to this beach to camp, then make day trips and overnight trips to other islands to fish and beach comb. It was a wonderful visit with them on their beach. Cypress Island offers a host of hiking trails, lakes, viewpoints, marvelous harbors, and scenery. On my next trip, I must revisit Pelican Beach.

After a day resting, hiking, and visiting on Cypress, I loaded the tent and camping gear and started for home. Possible showers were predicted. Shortly after starting, heavy rain and the south wind began, continuing until mid-afternoon. A noon stop was made at Saddlebag Island, a nice little camp spot with a tiny shallow bay on the north. Then I continued past Anacortes into the Swinomish Slough.



Delightful long days in beautiful surroundings.

The Swinomish Slough goes through the town of La Conner and connects Skagit Bay on the south with Padilla Bay on the north. Though there are some serious tidal currents through the slough, no publication predicts the time, rate, or direction of the current. Usually I have been fortunate and have had a favorable current, and/or wind to assist me through the channel. This wasn't that sort of day.

The afternoon was spent prying the boat through this 5-mile long channel against the current and the wind in the rain. This narrow slough usually provides a very pleasant trip through the farmland and past the marinas and boatyards. As I finished rowing through the channel, the current changed, the wind fell, and the sun came out. Clearing the channel, I returned north a few miles to Hope Island where I had spent the second night of the trip.

The final two days traveling south through Saratoga Passage and Puget Sound were delightful long days with favorable winds and tides. Though a few extra days had been scheduled in case of poor weather or difficult rowing, I returned home a day earlier than planned. The only significant boating concern was getting blown out of the anchorage the last night of the trip. I had anchored on the north side of Sandy Point and a northerly wind came up about 11:00 PM. I hauled my anchors, had a midnight row, and anchored again in the lee of the point, a mile closer to home.

As I passed Meadow Point and approached Seattle's Shilshole Marina, swimmers, a few jet skis, two kayaks poking around the breakwater, and dozens of yachts made a vivid contrast with the islands. After going

through the locks into the ship canal, there were hundreds of pleasure craft, fish boats, fish processors, tugs and gravel barges, rowing shells, charter boats, power scows, and sightseeing boats. I was back in the urban rowing environment. The trip ended back at the mooring on Lake Union.

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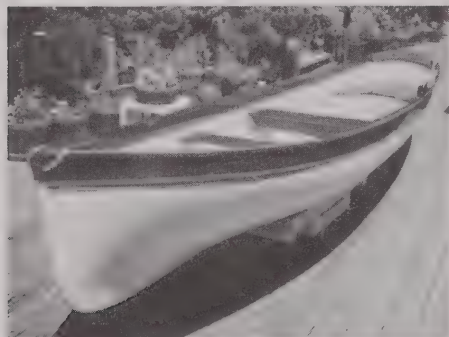
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Hundreds on Display

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We went to Pacific Sail Expo in San Francisco last year just as tourists, as it turned out. This year we had a bird in the hand, an Express Whitehall for Joe McNamee. Joe ordered it early enough but Joe is getting a little creaky in the knee and wanted to get the thwarts up higher. After some discussion we decided to put on a plywood sheer strake. No decent plywood in Denver (still a cowtown I guess) ordered some from Harbor Sales. What with one thing and another, including planting more peach trees, the vise of time began clamping down. Our planned ten day leisure jaunt shrank to four days.



Joe gets ready for sea trials with his son's help. He spiffed up the Express with seat trim and cove stripe.

We had to get back because of east coast commitments, and Eric Russell's third New York Whitehall hadn't even been laid up yet. During the winter I had made a video of building Limpet and planned an elaborate video display to accompany a building demo. Scratch that.

Janis, logically enough, declared that she had seen it so I hit the road alone. Jim Meeks in Michigan had also ordered up a New York hull so that he would have something a bit more sophisticated to complement his dory. Jim has a nice collection of proper boats but when I arrived his son was buzzing up and down the creek on a new PWC. Well, a guy who rows a dory six miles a day can't be all bad.

Now, if I just kept my foot in it I could make Poughkeepsie, New York, in time for the Clearwater Revival. Sure enough, I pulled in Friday at dusk. Eric, a

Coast To Coast

By Jim Thayer

long time Clearwater squeeze box player (known to readers for his "Old Ed" stories), was there to help unload.



Eric's hull drew a lot of kids.

The Clearwater Revival, organized by the Hudson River Sloop people, is a hippie/ New Age, artsy-crafty music affair which has a small boat section run by Stan Dickstein. I have attended a half a dozen times over the years and always enjoyed it, although the music isn't so much to my taste anymore. Pete Seegar is still around with his banjo, looking about the same as ever. It's a marvel of social organization with volunteers taking care of everything.

From a commercial standpoint it's not a big deal, although in my view it compares favorably with the *WoodenBoat* show. I got five pages of address vs two at *WoodenBoat*. For a modest fee you get display space, a tee shirt, camping, and three squares a day, good but simple fare. It's a good start for newcomers trying to break into the boat building game. This year there was a retiree with a beautiful stripper canoe that got a lot of stroking. On the other hand was a young fellow with a very nice Herreshoff Biscayne skiff. There are always a couple of those big old gaff rig Hudson River iceboats, the type that used to race the trains.



Outward Bound comes to see the Show.

Clearwater wrapped up, I had four days until *WoodenBoat* in St. Michaels. What to do? How about some quality road time? Leo Strong up in Connecticut had been

looking for a fantail hull so I made him a deal on the last Mallett's Bay hull still in the mold down at our old home in Virginia. I didn't quite have time for a round trip but at least I could get it loaded. The mold was hacked out of the jungle, dragged across the ditch onto the trailer, and the Limpet tucked uncomfortably inside, padded as best I could. This apparition arrived at St. Michaels Maritime Museum about midday Thursday, giving Valerie quite a fright. I assured her that the mold would be parked down the road out of sight.

Knowing full well that it would be hotter 'n blazes and likely to rain as well, some type of shelter was called for. I stopped at a Walmart but was put off by the prices as well as the memories of the fiasco at Starvation. I settled for some stakes and a blue tarp. I hit the Home Depot in Annapolis and emerged with some one by twos for tent poles. It seemed like a simple solution at the time. I'll just say that the actual erection is an interesting exercise for one person.

By marvelous good luck I fell in with the Englands and Surgents and got invited to a hospitable friend's house. We had a splendid supper (beer on tap while entertaining ourselves with comparing the storm warning on the tube with the lightning out the window. The next morning I found my shelter flattened with two poles broken. They evidently went out of column due to excessive water load on the tarp.

Friday the blazing sun threatened to vaporise the Miles River, along with the boats and any Englishmen foolhardy enough to be abroad. Perhaps I've become disacclimated by my years in Colorado. There was a brisk business in bottled water and people suddenly developed a profound interest in old engines, which resulted in a capacity crowd at the Propulsion Bldg. which is air conditioned.

My old (he's 91) sailing buddy, Bob Booth, showed up to help man the booth and charm the customers. Bob, a real salt of the old school, has been helping me with shows since the first Small Boat Show at Newport. They were the good old days. We still need a show like that. We were next to Rob Barker of South Cove Boatshop. Rob had a 20' Chaisson racing Swampscott and it was a real beauty. With some hatches in that big foredeck it would make a great Kokopelli cruiser. I put it on my list.

Boat show essentials: Good assistant (Bob Booth), shelter and cooler.





Rob Barker at his stand.

On the other side was a spiffy run-about from Citronella, GA where the mosquito goo comes from. Since the other booths were crammed with boats and merchandise, our relatively open space became the de facto passageway. We had more traffic than any space at the show. A few made greeting as they stepped over our feet but most hurried through looking neither right nor left. A golden opportunity for a real salesman I suppose.

Mostly, Bob and I lolled in our chairs trying to catch the faint breeze, between raids on the blanket covered cooler. Between the cooler and a big can of enormous peanuts that Bob brought, we managed to survive the day.

Saturday I put up the shade first thing in the morning and then put it up again when I got back from breakfast. Saturday was pretty much a replay of Friday although I did venture out more to see the show. The big story of the show was the family boatbuilding. This has already been reported on in detail in recent issues so I won't go into details.

Sunday dawned drizzly and of course the fly was flattened. Getting short of sticks I put it up as a leanto which was very satisfactory. Thankfully the temperature moderated somewhat. The rain put a damper on painting so the pile of International cans for the family built boats went unused. *WoodenBoat* had counted on an outpouring of manufacturer support which failed to materialize, so they took a beating. However, everyone seemed to agree that it was money well spent. As noon approached a steady stream of hand-carried boats to the bulkhead began. They were hoping to push them all over at once for a world record mass launching but there wasn't room. As it was the 61 boats went over in two waves. Joe Youcha, megaphone in hand, superintended the whole affair and, I'm quite sure, deserves most of the credit for pulling off a minor miracle.



John Ford, Museum operations director, and Joe Youcha, boat construction honcho.

After the big launching the rest of the day was anticlimatic.

Although I am primarily a glass guy, with all the suspicion and innuendo that implies, I tend to get on well with the dedicated wood fellers. One of the main attractions of the *WoodenBoat* show is the chance to visit with all the acquaintances that I have made over the years. For example, it's worth the price of admission just to hear the latest from that consummate raconteur, Paul Regan of Shaw and Tenney, and his lovely wife Helen.

The whole affair has gotten a little fuzzy in my mind and I don't have a program but a few things stand out in my mind. George Surgent's kids boatbuilding area and pool were a real attraction. It's good to see that George's years of volunteer work with kids at MASCF has led to commercial success. After all these years the Beetle Cat people turned up, an eye catching Beetle Cat was out sailing more than most anything else. Lie-Nielsen was there with his gorgeous tools. You get 10% off if you buy something on the spot so I treat myself each time I go. Maybe my grandson will appreciate them.

I was lured to the Pettit Flexbond booth where I was plied with two Heinikens so I may lack objectivity. Anyway, they had what seemed to be a truly remarkable goop. It's a two part epoxy that can be put on in a glob and doesn't sag at all. It's really tough but flexible. You may not need it often but when you do it looks like a winner.

Then there was the \$8,000 stripper canoe. Very nice indeed but you'll have to make your own assessment. At the other extreme were some mustard yellow Banks dories. They looked like the real thing, the kind you nest on a schooner deck. Never got back to check them closely. Lots of other great stuff but it's slipping away now. To sum up, it was wonderful but hot. The boat building was inspiring but boy was it hot. It was fun visiting with everybody... about the heat. It's gonna happen again next summer. Same time, same place. I just hope it ain't so...



Thad Danielson and his little Presto sharpie.



The Pulsifer Hampton.



Steve Kaulback's partner David Rosen had wet feet the whole show.

Dan Sutherland looks over a refinisher's nightmare.



Bright and early Monday morning I was off for Connecticut and made Leo's by late afternoon. He has a large lake front spread with a very nice restored Chris-Craft at the dock. Leo has been into boats for a long time and the Mallett's Bay is doubtless in good hands.

We pulled the hull out of the mold and I was lamenting having to put the Limpet in the mold and haul the whole works back to Colorado where the mold would probably become a solar heated hot tub. Leo allowed as how maybe he could find a home for it. Done. We rolled it off along side one of his other projects.



Leo Strong, new custodian of the Mallett's Bay mold.

Many years ago Bob Attenborough of East Hartford approached me at the Mystic meet wanting advice on making a plug out of an old 16' launch hull he had found at Mallett's Bay on Lake Champlain. I suggested that he cover it with Coremat which would be easy to fair (no itch) and would make a good base for a final coat of glass. Bob did a great job on the plug but felt that he didn't have enough expertise to lay up the mold, so he took it to some well known pros. Even after a lot of hammering they couldn't get it off so they split it down the middle.

Bob talked me into taking the mold and I turned out a few hulls, but I had to work over the mold after every hull. After the Mallett's Bay morphed into the 19' Mountain Girl I never laid up another one.

The mold is just the ticket for somebody who wants one nice fan tail and can stand some slight imperfections. A wild-eyed enthusiast who wants to get into the boat business, perhaps with an electric boat, could pull one hull and turn it into a perfect plug for a new mold. If interested get in touch with Bob, Leo or myself.

Bidding Leo good luck, I had just time to make it down the road to spend the evening talking boats with the hospitable Pittaways. Rob used to be with Mystic seaport and drew the plans with which I started my fiberglass boatbuilding career.

It was raining Tuesday morning so we chewed the fat until 10am, when I gritted my teeth and plunged into the torrent, traffic that is. The Garden State was in rare form. How can people live like that? I quit early in Delaware thinking I had earned a motel. I switched a couple of tires to justify extra shower time.

I had a couple of days to sponge off my brother-in-law back in Virginia and move junk around my storage yard (still four molds there if you want to become a boatbuilder), then I was off for Reedville. On the way I stopped by Yankee Point Marina where my cement boat was launched.

Yankee Point is a very hospitable, sailboats only, marina run by John McConnico, a swell feller and blue water sailor, who puts out a really helpful, possibly lifesaving, newsletter.

As usual I took a turn around the docks to see if anything of interest had turned up. A sort of derelict, unmasted, center cockpit forty some footer caught my eye. From a distance she looked like cement. I just gave her a quick look and thought to myself that somebody had a lot of work to do. John said that somebody had given her to the current owner and that he in turn was giving her away.

Now, just a couple of weeks earlier, I had a call from John Massey, an old friend from Richmond. We had been out of touch for ten years or more. I had run into John years ago when Jim Green had mentioned somebody building a big boat just south of the James. I found John and his brother Broddus finishing the hull of a big ketch. She was a Sampson boat intended for ferro cement, but the boys had elected to build her of plywood strips. In ensuing years they added a yellow pine deck, house tops, a big near new surplus diesel, and started on the interior.

Of course, everyone who came to marvel wanted to know when the launching date was. I myself may have asked something of the sort. In time he was persuaded. I got to ride on the top to push up wires. She went overboard at the Richmond Upper Terminal and we powered her down the James to a marina. Ah, it was grand.

John moved aboard and commuted the long haul to Richmond. But winter came on and you know the rest. Finally John realized his mistake, pulled the boat and put her back in his garden. But the flame flickered out. There she sat for fifteen years until he gave her away.

Well, John and his lovely wife Susan showed up on our doorstep here in Colorado just the other day. We knocked over a lot of peach shortcake and chewed over the old days. As you've guessed it was John's boat I saw at Yankee Point. Not that remarkable a story but something to ponder if you get the hots to build a big boat and go cruising.

We'll never get to Reedville at this rate. In fact I got there Friday night after checking to see that my cement boat was still afloat. Sometime last spring I noticed a piece in the *Rappanock Record* about a wooden boat show to be held in Reedville, Virginia. What really got my attention the name Angus Murdock, the chap in charge. Some of you may recall the splendid affair run by Angus at the Virginia Beach Lifesaving Museum, the place where the sky blew up.

Reedville is remarkable for having a stately central avenue with imposing homes from the early days of the menhaden industry and no business district. There wasn't much doing when I showed up to launch Limpet but soon boats began to trickle in. They were nearly all local owner built row/sail boats, except for a couple of restored power boats. One curiosity was a skiff made of sheet monel, still nice and shiny, with a unique twin tank outboard, one on each side.

The Englands, they of the incredible tuckup, *Blackberry Seeds*, brought a restored runabout with original motor. Ron Gyrn from the Philly Tri State bunch came down to see what was up. Nick England, builder of gorgeous *Virginia* and several Nutshell prams, had that other boat but I can't for the life of me think what it's called. The Alexandria bunch brought the little square rigger, a replica of one originally given to Washington.

There was a big parade with lots of elderly royalty from every imaginable category and, of course, local politicians. There wasn't a bathing suit in the whole affair that I recall. Nothing wrong with that. Goodness knows us oldsters merit some recognition.

We set up in the shade for some lunch and were joined by the erudite John Coe, a white bearded schooner man from Delta-ville and points south, along with his lovely companion. John had brought a copy of the Declaration of Independence, it being the Fourth of July, which he read for us. I don't know that I ever heard the whole thing before. It was the kind of thing we need to do more often.

The Reedville Fisherman's Museum is an up and coming group that has a new building and a nice looking boat which I would have called a buy boat. Angus said that it was a little small for a buy boat, which collects oysters from tongers, and was called a deck boat, which carried local produce and freight.

The famous Wicomico Nutshell fleet had a race down on the town point which I missed. I had raced with them at Newport and at Southwest Harbor. Too bad Carl has given up his Wood Regatta.

Reedville is a very attractive venue and the event deserves wider recognition, which I expect will come. At the splendid closing cocktail hour several people kindly hoped to see me again. I assured them that I am never coming east again. I've been saying that for years but somehow, after a year in Colorado, the fear of the heat, humidity and traffic seems to fade. Anyway, I have a 50 year reunion coming up in Michigan next summer so we'll be entertaining orders from the midwest.

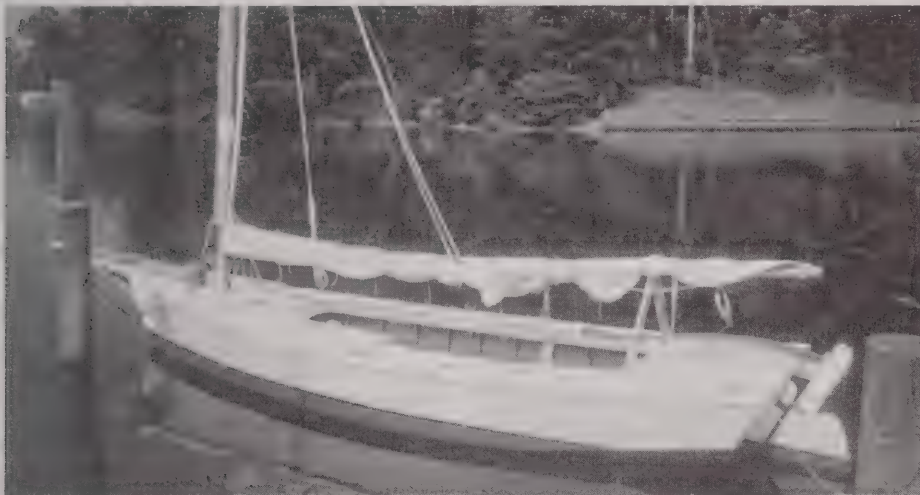
Jim Thayer, Grand Mesa Boatworks, Rt. 1 Box 75, Collbran, CO 81624

Replica of the *Federalist*.





Reedville Fisherman's Museum "Deck Boat" *Elva C.*

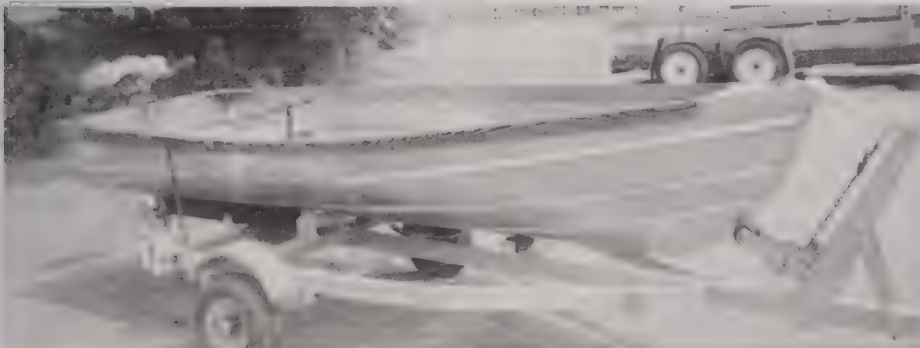


Typical bay built boat.



The Englands with restored runabout.

Untarnished monel skiff...



Cute parade float.



William with his Oughtred Whilly boat.



A Harry Bryan kit I believe.

...and its unique wing tanked outboard.





Camping skiffs at the Thames Traditional Boat Rally. The couple have just removed their boat tent like that of the skiff on the other side of the bank, having camped overnight in this mooring inlet on the Rally site.

Oliver Cock. Grand Old Man of British canoeing, admires an historic racing kayak. Others are in the background, part of the HCKA display.



A Weekend at Henley-on-Thames

By Carol Davis

In July 1998, the smart little town of Henley-on-Thames in southern England was the venue for the 21st Thames Traditional Boat Rally. The rally is an annual opportunity for owners and admirers of the variety of pleasure craft which have graced the Thames since Victorian times to congregate and enjoy themselves both on the water and among a wide range of land-based, related attractions. The 21st birthday of the rally coincided with the 50th anniversary of the 1948 Olympic Games, based in London. The canoeing events of these Games were held on the Thames at Henley, so what better excuse for a joint celebration?

Graham Mackereth, a director of Pyranha Mouldings, undertook to organize a gathering of historic canoes. Boats from Graham's own collection were on display and several members of the Historic Canoe and Kayak Association brought along more venerable exhibits and manned the stand to answer visitors' queries. Markus Heise drove all the way from Switzerland with two Kleppers from his impressive collection of folding kayaks. The Canoe Camping Club mounted an adjacent display with many items of pre-WWII camping equipment which provoked nostalgic discussions among the older visitors to the stand.

Two stalwarts of the British canoe scene were on site over the weekend: John Dudderidge was a competitor in the 1936 Berlin Olympics, and Oliver Cock was instrumental in starting the British Canoe Union's coaching scheme. Both appeared hale and hearty and had many tales to tell.

The old boats were put through their paces in informal races and a commented Paddle Past along part of the original 1948 course gave a further opportunity for spectators to see racing kayaks in action. Dennis Davis was persuaded away from his books and plans stand to demonstrate a 1936 Olympic racing Klepper, but the oldest boat in the line-up was an all wood racing style kayak which Graham Mackereth believes could be as early as 1866.

The Thames Traditional Boat Rally goes from strength to strength and there is plenty to see and do for any lover of small boats. In future seasons the newly opened River and Rowing Museum, right on the river bank in Henley, will add to the attractions of the event. Just remember to pack your straw boater and stripey blazer!

Useful contacts: Thames Traditional Boat Rally Secretary, 6 The Furrows, Walton on Thames KT12 3JQ, England, tel/fax 01932 888415.

Historic Canoe and Kayak Association, Am Kurpark 4, 37444, St. Andreasberg, Germany.

River and Rowing Museum, Mill Meadows, Henley-on-Thames RG9 1BF, England, tel 01491 415600, fax 01491 415601.

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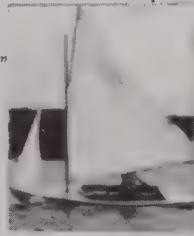
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Alternative Live-Aboard Lifestyle ...a Response

By Tim O'Brien

Since I have some experience in both large and small houseboats, I thought I would have a whack at Bill Foden's questions on page 20 in the November 15th issue on this subject, and make a few other comments.

The picture of the Potomac River ark reminds me of the many houseboat drawings in Harlan Hubbard's classic book, *Shantyboat - A River Way of Life*, (University Press of Kentucky, 1953), which has been my bible on this subject these many years. He and his wife Anna drifted down the Ohio and Mississippi rivers from the Fall of 1944 until the Spring of 1950. It's an extraordinary book which I continue to re-read. It addresses both practical and philosophical issues with equal credibility.

My wife and I have owned several boats including a Seabird yawl which we sailed along much of the eastern seaboard. In 1995 I launched a very small heavily constructed wooden houseboat called *Shoebox*. I drifted down the Merrimack River the first season without an engine, relying on two sweeps and a long steering oar. The following year we installed a 25hp Honda outboard. It's a four stroke cycle engine which has served admirably in cruising the lower Merrimack and Plum Island Sound for the past three years.

Questions 1 & 2, being happy living aboard a houseboat: My response is a qualified yes. Our *Shoebox* is quite a bit smaller than the houseboat depicted, which looks to be about 24'-26' long. *Shoebox* is 17-1/2' long exclusive of engine overhang. Although we lived for over two years aboard a larger 36' steel houseboat on the Potomac, we now camp aboard *Shoebox* for several days at a time. The longest cruise I took in *Shoebox* was 18 days of drifting down the Merrimack right after launching.

Question 3, interest in a low cost homebuilt minimalist houseboat: Knowing what we paid for the steel houseboat in 1975 and what I paid for the materials to build *Shoebox* more recently, I have a good feeling for what's possible in the marketplace compared to what a reasonably competent carpenter/mechanic could do for himself. I designed and built *Shoebox* myself and definitely favor that approach as being a much more efficient expenditure of scarce resources as well as much more satisfying in both contemplation and use.

Question 4, alternative power sources: *Shoebox* has no shore power requirements. We use kerosene lamps and candles and a small propane stove (one pound bottle directly-connected). The 12v starting battery provides power for the running lights, a cellular phone and two radios for entertainment and weather broadcasts.

We have three anchors onboard and are well equipped for manual anchor handling, including a block and tackle, a

come-along and a small winch. We are thus pretty much independent from marina piers or services. We prefer to anchor out as it is much more peaceful. Additionally, with less than one foot draft (exclusive of the outboard), *Shoebox* can enter shallow coves, inlets and marshes where few other boats can follow. In shallow tidal marshes we sometimes just bottom out and stay through a full tide cycle.

Question 5, meals: I've never been known to lose any weight while cruising in *Shoebox*! It's amazing how much good food you can cook on an efficient one burner stove. I also have a two burner stove onboard, but rarely use it. A small pressure cooker is a very useful thing.

Question 6, on cruising: My wife and I do mostly 1-3 day cruises in the lower Merrimack. I generally take a few longer trips each season down Plum Island Sound and up its various tributaries. The schedule and itinerary are pretty much tide driven as the max tidal current hereabouts just about equals the full speed capability of *Shoebox*. Cruising at an average speed of about 4 knots seems most satisfying, it's quiet, you get plenty of bird watching time, and otherwise, time to reflect on what you see. Cutting the engine and drifting with the current is always a special treat, and we do that frequently.

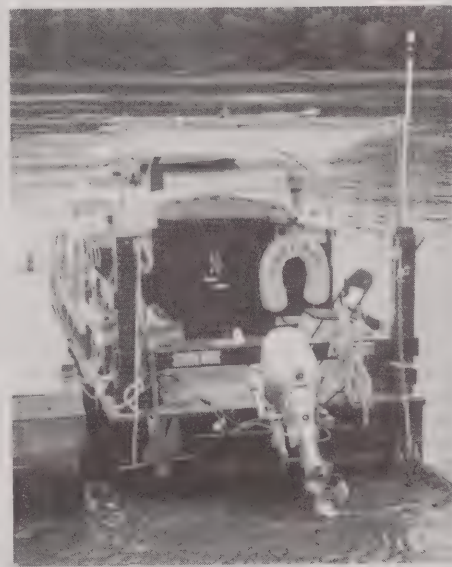
Question 7, enjoying proximity to nature: *Shoebox* articles previously published in this magazine, fully half of which were devoted to describing the weather, sunrises/sunsets, bird watching and other wildlife events, and in general the outdoor conditions observed along the way, suggest that we do enjoy this.

Question 8, water sports participation: For three seasons we carried a 14' lightweight kevlar canoe, or towed it alongside. Although we now use a small dinghy, the canoe is really the ideal dinghy because it can be put into use so quickly upon anchoring. It allows you to visit so many otherwise inaccessible places, places of solitude and beauty, and generally uninterrupted by others. We find

that the dinghy is not quite so often used, more work and not so versatile. I also enjoy getting ashore in isolated places for a hike or to explore the shoreline in my waders. Good fun and good exercise.

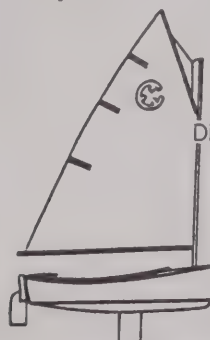
Question 9, trailering: For me trailering a boat is hard work. Except to get a houseboat from one desirable waterway to another, I don't think I'd be interested in this aspect of houseboating. I'm sure this might appeal to some. However, I did design and build a pipe bracket and axle arrangement using large phenolic dolly wheels. This was to be fitted to the bottom of *Shoebox* to allow me to haul out at any convenient boat ramp. But after discovering how much more efficient it was to simply hire a local flat-bed wrecker, I discarded the idea (I still have the equipment if I need it later on).

Editor Comments: Another of Tim's cruising aboard *Shoebox* tales will be featured in our next issue, January 15th, for those attracted to this sort of messing about in boats.



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We spent many trips on this part of the Chattahoochee, and occasionally on Lanier, until eventually the heavily used rudder fastenings started to work loose at the stern. Once this caused me to lose my steering and ram into the tennis club's dock. The fake decorated bow piece was broken but it absorbed most of the shock, saving the boat from serious damage. This was repaired, but when next the original mast step began to give trouble, I procrastinated in making the necessary repairs and started taking her out without the sail rig. This coincided with the next chapter in the life of the *Parakeet* which, as it turned out, was to postpone for some time the restoration and use of her sailing gear.

A highlight of my move to Atlanta had been a reunion with my former Princeton classmate, one Mr. Ronald Rogers. Although a native Atlantan, it turned out that he was familiar with and appreciative of the South Carolina and Georgia coast and Low Country, having done a stint in the Marine Corps at Parris Island and having served as law clerk for the federal judge in Savannah.

It was around 1983 when we realized this mutual affinity for the coast and began our fishing trips over to Hunting Island, South Carolina, which turned into an annual winter event. There we would stay either in Jim and Shirley Johnson's cabin in the palmetto jungle at the edge of Hunting Island Beach, or in one of the state-owned rental cabins similarly situated, where we could launch *Parakeet* in the lagoon just across the road, or run back and forth to the infamous Johnson Creek Tavern.

Now, a word or two about this Mr. Ronald Rogers, who rapidly rose to the rank of *Parakeet* First Mate in the upcoming series of nautical ventures. Six-and-a-half feet tall, the formidable and fearsome "Ro Ro" is best known in his home town of Atlanta for his remark to the night club bouncer who, in preparing to eject Mr. Roger's unruly group, had removed his front teeth and put them in his pocket. At that juncture, Mr. Rogers had advised him, "You might as well unscrew your head too, because that's what's coming off next."

Trouble in the surf back in '86 at St. Catherine's Island on the Georgia coast.

History of the Skiff *Parakeet*

Part II

By Frederick Stevenson, Jr.



Anyway, the boating trips with Mr. Rogers reminded me somewhat of my overloaded Lake Wateree trips with Bob Mays years back. Although Ronnie's girth and weight were not quite that of Bob's, his huge frame nevertheless put plenty of beef in the bow of the *Parakeet*, and by now I myself had glutted up to 200 pounds. In any case, I think we cut a similarly bizarre figure as the 18 horse engine strained to bring the tiny boat to a plane with the two of us aboard. But it was always good to have Mr. Rogers along, regardless of the issues concerning his fishing skills.

For instance, if we were waiting our turn to launch at a crowded boat landing, I would

say, "Ronnie, see what's the matter back there." He'd get out and walk back to the ramp, and in a courteous tone ask the next boat lined up to launch if they would mind if we slipped our little boat in right quick. When the boat owner looked up at the necessary angle into Ronnie's cool grey eyes, the permission was invariably granted, and in and off we'd go. Not only that, but the daunting appearance of the *Parakeet*'s crew discouraged any impertinence concerning her multi-colored paint job, even among the good old boys around the Sands Club at Port Royal.

When the ladies would come along, we learned to assuage the complaints about the spartan restroom facilities by driving back to the Frogmore Emporium or the Sycamore Grocery and purchasing the softest, fattest rolls of the finest toilet paper money could buy. We had noticed a prodigious increase in the use of this commodity on these occasions. We would be sure to install them with a foot or so unrolled and dangling so that the flap end would quiver and undulate with the slightest air current. Once we even took a pair of scissors and made a swallow tail at the end of the flap. These thoughtful touches seemed to attract the women and allay much of the puzzling criticism of the perfectly good bathroom.

All this went on in the autumns and winters from about 1983 to 1993, overlapping my eventual return to Charleston from Atlanta to manage Concrete Products Company in 1989. With the advice and tutelage of ex-Marine Randy McCoy, and Capt. Slim Carter on Fripp, the only homeowner on Fripp Island to own (and fly) a Confederate flag, we managed to catch channel bass, trout, and good numbers of Buds. In the evenings, when we weren't sipping Old Forester in front of the fireplace, we frequented the Tavern, the Sands, the Steamer, Great Gatsby's, the Derelict, the Shrimp Shack, the Marina, and wherever else in Beaufort County we could get in the door.

Sometimes at the end of a fishing trip we would go straight from the landing for supper or drinks at the Fripp Island Marina, with the boat still in tow. Fishy and windblown, with mud all over the multi-colored *Parakeet*, its trailer, and the rusty orange Blazer, our entourage arriving at the Fripp security gate would usually give rise to a lengthy and spirited interchange between a determined Mr. Rogers and a reluctant Yankee guard. Despite the heated debates which would erupt, I don't think a security guard was ever successful in turning us away. In fact, when the Jimmy replaced the Blazer and I finally procured a Fripp Island windshield sticker which clarified our right to come on the island, Mr. Rogers appeared visibly disappointed.

One memorable event during these trips concerned the faithful 18 hp Evinrude motor which had powered the *Parakeet* ever since I bought it used from the engine repair shop back in 1966. Mr. Rogers had procured for us a coveted invitation to St. Catherine's Island on the Georgia coast, which we determined to visit on the way to our usual territory further up the coast. While exploring our way into tiny McQueens Inlet through the surf in front of St. Catherine's, we banged the motor's lower unit on the bottom, badly damaging its throttle linkage and shutting it down. We had to wade the boat through the surf up the inlet into the Island.

When we made it back overland to headquarters on St. Catherine's, the *Parakeet* re-



fused to accept the 10 hp loaner which the St. Catherine's overseer had offered. The otherwise perfect running motor absolutely could not be started by anyone or any means as long as it was attached to the stern of the *Parakeet*! So we re-seated the damaged 18, which suddenly would start and apparently through sheer jealous determination hobbled us at a snail's pace the entire 8-mile trip back toward Yellow Bluff landing, shutting back down at the exact moment we eased up to the dock.

Spooked by the Pinocchio behavior of these mechanical devices, it took Mr. Rogers a good 20 minutes to recover his normally skeptical rectitude.

It was not long after the St. Catherine's trip that I had returned to South Carolina and was attempting to re-establish fishing and boating territory around Charleston and Georgetown as well as Beaufort. The South Carolina Department of Natural Resources was as accommodating as its Georgia counterpart, and allowed me to re-register the *Parakeet* in South Carolina with the same numerals, 26CB, which it had originally assigned in the first place before the interim transfer to Georgia so as to retain the artwork at the bow.

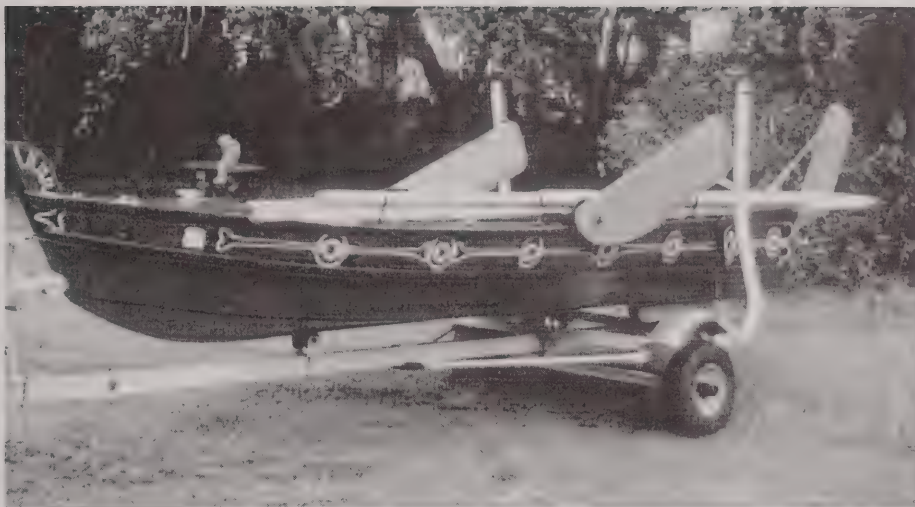
Once more we were re-acclimating, but the old Evinrude had never fully recovered from the accident off St. Catherine's. Meanwhile *Parakeet* began leaking badly at the stern, and I sought out the wood working skills of Mr. Billie Baker at his work shop in Mount Pleasant. Billie replaced the entire stern in 1991, and a few months later I replaced the faithful 1958 Evinrude 18 with a more compact 1992 15 hp model with electric starting, not without some poignant reflections.

Despite the repair shop's practical advice to the contrary, I had the old motor repaired as best it could be and it rests unused in my barn today, along with the four pressurized gasoline tanks which it outlived. Sometimes I really wonder if the thing was entirely inanimate (I already know about the *Parakeet*.)

The new motor works well on the boat, and its low profile doesn't crowd the rear seat when it's tilted up, as did the 18. It's just as fast. We've discovered a few fishing holes over here in Charleston and the boat is getting a workout. I won the 1993 St. Andrews Church bass fishing tournament with a 16-pound channel bass, and the 1994 Concrete Products Company fishing tournament, along with Joey Infinger who, with me in the *Parakeet*, placed second.

Billie Baker also replaced *Parakeet's* keel in '96, stem to stern, along with a lot of fasteners which were corroding badly, substituting stainless steel for brass and iron. The blue fiberglass skin which I had applied back in 1966 was worn and badly sun faded on one side and, having the benefit of Billie's skills and less time of my own, I persuaded him also to re-do the fiberglass bottom.


Billie's excellent shop work and the new motor's alleviation of crowding at the rear (pilot's) seat started me thinking again about the *Parakeet's* sailing days and the possibility of persuading Billie to step the mast again and make more sophisticated versions of the old leeboards and rudder, which have been languishing in my barn along with the old sail and spars. Billie agreed to make them based on my original prototypes, and about the same time I received in the mail added incentive in the form of a notice of the 1997 Georgetown Wooden Boat Exhibit.



The trouble is, even though it's quite sound, the boat looks pretty beat-up right now to put in a boat show. For one thing, prolonged exposure to the sun has flaked up the designs on the *Parakeet's* port side where it streams into my car port at an angle. Having restored my designs no fewer than four times since I painted them 20 years ago in Atlanta, I'm in no mood to do the whole thing again right now in a rush. I have persuaded my daughter Bonnie, a dental hygienist with a steady hand and an artist herself, to help me with restoring the designs in time for the Georgetown exhibit.

At this writing, Billie Baker as well as Bonnie and I have all but finished, and a new all-white sail has been fitted to the aluminum spars, replacing the tattered old blue and white sail in the barn. A new rudder, fashioned by Billie but fitted to the latest Sunfish parts, is a welcome improvement because the rudder can now be cocked up, rather than lifted off, when running with the motor.

Bonnie will present the *Parakeet* for me at the Georgetown exhibit. As I said at the beginning, she is classified in the Exhibit as "Outboard Skiff with Sail." They do not have a category for flying boats.



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Dreamboats

The Yonck Hi-Tao

By Richard Carsen

It seems to me that I could almost write a complete book about this boat, and all the details, those that are in the drawing and those that are left out. I will try to make it short.

The Hull: The hull was entirely built of third grade teakwood, but teakwood none-the-less. She had a shallow V-bottom, a bottom that for some reason seems the best of all possibilities for a seaworthy bottom.

The first bottom plank was butted against the keel without the benefit of a rabbet. It was caulked from the outside, as all the rest of the ship, with the usual old rope, manila fibers and even a piece of rag here and there, soaked in what I understand is a mixture of ground shell and oil, supposedly tuna oil. The seam is about the width of my little finger. After all seams are caulked, nails are driven thru from the plank into the keel and then from the upper plank into the lower - every 2-1/2" to 3". This makes the entire structure monocoque and makes the caulking stay in place, as the nails are driven thru it, and with the traditional bulkhead construction allows for few frames on about 14" to 15" centers.

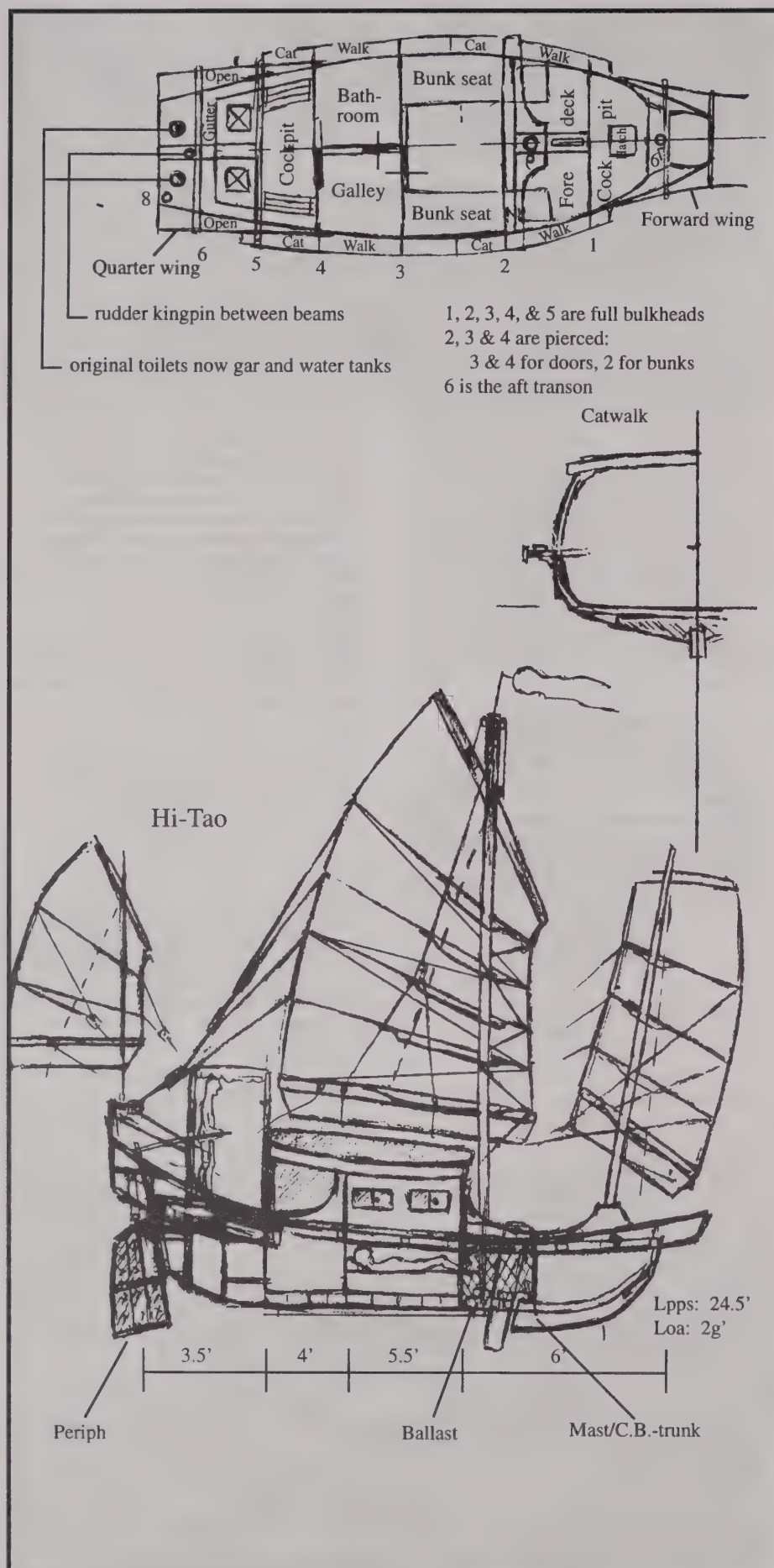
Looking at photos of a new fishing yonck being built in Hong Kong, I could see that this method is still in use. The flat bottom had been completed and one could see the telltale triangular patches where the notches for the nails had been filled in. On the inside the finger wide gap had been filled with something that looked like lard, but probably was some modern type of guck.

From the keel the planks go up the V, diminishing in thickness, towards the chine, which is not sharp but rounded. The abrupt rounding of the chine is then accomplished with plank and pieces of plank. It seems to me that the sides are completed first (as the Arabs do it, and this boat was built in Singapore, the interface of the two types) and the remaining gap at the chine filled in thereafter. We call such a closing plank a shutter plank.

The planks were reasonably lined up, which is not always the case, and splices were merely butted and caulked. There were nowhere signs of leakage, except beside the mast/centerboard trunk. There the ballast (iron pigs) was stored, maybe 800lbs to 1,000lbs, on the planks without ceiling. Weight and working had no doubt breached the integrity of the hull at that point.

The keel-baulk ran from bulkhead #4 (end of galley/bathroom area) to the centerboard, where its function was taken over by the sides of the mast/centerboard case; once these pass the centerboard, they grip the aft end of the stem-baulk, which is curved to become horizontal there. The stem-baulk is widened there in the vertical plane and forms a fore-gripe, further accentuated by the centerboard. The total length of the centerboard is about 3' inside and 3' outside; it is not shown long enough in the drawing. The centerboard has holes for pins to change the setting.

The mast/centerboard case is narrow, but a little wider than the heavy centerboard plank. For this reason the mast is thinned from the deck down to the keel 3', a 3' pin of wood. As the mast is basically unstayed, although the



two halyards fastened on opposite sides of the deck probably give it some support, it surprised me that such construction could withstand the rigours of the sea. Yet the form of the hull forward of the mast told that she was meant to meet big swells as the form was sharply pointed.

There were a number of yoncks on the California coast at that time (early '70's) but these were all Hong-Kong built. Everything was the same, but instead of the sharp form, these craft blossomed out from the stem aft; it seemed to me that these boats were meant to beat down short chop.

All bulkheads were built up from heavy material like two-by-fours. All doors were sliding doors. The division as shown is the same on all yoncks I have seen, even on an Korean one, shaped like a halfmoon or sickle. On bigger ones, let's say 46', there's the same general division, but the various areas are subdivided into staterooms.

The rudder as shown can be lowered or raised. At the lower end of the oval shaped transom, two beams protrude and the kingpin is housed between them. To hold it there, there is a light strip of wood behind the kingpin, which is pinned to the beams (the piece is lying across the top) with two light wooden pins. If the rudder were to strike something, the rudder would just break free and no major damage would be done to either rudder or hull. To enable the rudder to move up and down, the aforementioned crosspiece runs in an open space in the rudder, along the kingpin.

The upper end of the kingpin is also caught between two beams, protruding from the top of the transom to the thwart-piece that closes off the overhang. A tackle allows lowering and raising the rudder. The five planks in the rudder frame have holes; these holes have a starshaped surround, the wood cut so that there is a slope from the point of the star towards the actual hole. When water pushes against the rudder's surface, small jets are formed, which are supposed to enhance the efficiency of the rudder. Both sides of the rudder are similarly worked around the holes. Leeboards and centerboards have similar worked holes for the same reason. The yonckmen also claim that a sail with many holes improves its performance.

From the end of the keel to the bottom of the transom there is no keel structure; the planks simply come together there and rise towards the bottom of the transom. The transom sides and bottom were not beveled. Especially at the bottom there was a large gap, stuffed with old netting, rope and rags, soaked in the ground shell(lime) and oil mixture. I could find no evidence of any leaks in that area.

Floors are thru-bolted onto the keel. Frames run from the top of the floors to the sheer where futtocks are sistered which continue up the side of the cabin structure, there being no side-decks. To go forward catwalks are used along the sides. A deck is laid above the floors and frames.

The backrests of the seats in the cabin can be turned up and hung on chains to form two shorter bunks, child length. There are two small windows in the forward bulkhead of the cabin that open and two in each side that close with slides.

It is my opinion that both wing structures, fore and aft, were once used as leeboards. There is a discernable turning axis at one point while at another point they have a cutout that

engages a thwartbeam to rest on. In a photo of river yoncks I found one craft that actually had the starboard wing (towards the viewer) down. From what I have seen, however, these wings seem to be merely decorative, that is the front ones; the rear ones are an intrinsic part of the structure aft.

Look up in Bjorn Landstrom's small edition of *The Ship* the pictures of Egyptian models of their ancient craft, and it will surprise you how little has changed in the aft structure since those days. Although the gap between the aft wing and the body proper of the hull seems to suggest that once side rudders were used there. Leeboards or side rudder containers? Who knows? They are certainly distinctly Chinese.

Finally, the hull form is too close to the chow not to believe that it is there where it came from. Chinese yoncks once definitely sailed to India and Arabia, so there was sufficient contact. Whether Arabian seamen also entered the Chinese sea I do not know. They might have gone as far as Singapore.

The construction of these hulls, however, is strictly Chinese. The bulkheads, the framing, the pinning of planks (although Arabian builders do seem to use tenons on the lower, bottom planks, who influenced who?), the hanging of the rudder and the wings. The skeleton, the inner framing, is not Arabian, however, more a mixture of Chinese and western practices.

The Rig: The Chinese lug rig is indeed a chapter all by itself and is worthy of separate consideration for a variety of reasons. For one, a child can contribute to its manufacture, and often does. To construct such a sail, I've found it best to lay out its framework, yard, battens and boom and connecting outer rope, and on this cut out the material. I've worked with 3'6" material, ticking used to cover mattresses, which, among other things, comes in an undecorated unbleached variety, although the Chinese boatmen are not above using the occasional print as a patch. Recently I have found the same material in 5' width at \$5.50 per yard.

When laying out the frame, make sure that the battens are notched at their ends so that they will not stick out beyond the rope of the frame and cause the sheetlets to hang up on them. Lay out the cloths so as to run from top to bottom or reverse. Make sure you have room for the seams as well as for sewing in the boltrope. There is no need to strengthen the canvas by sewing false seams as the frame gives sufficient support to the cloth.

With the sailcloth part completed, seize another rope to the boltrope at distances of 4"-5", all around the sail. It is this second outside rope that gets attached to yard, boom and the surrounding ropes of the frame. Remember that there is always one strake of sail cloth below the boom. The lazy-jacks run thru staples on the boom, on the mast side. At the other side they are not attached to the boom, but are loose. Of course, they go around the bottom panel below the boom.

When the lazy-jacks are tightened, this bottom panel curves up away from the mast and forms a kind of shelf or receptacle for the battens and sail folds to rest in. The lower V-shaped part of the lazy-jacks can freely shift thru the eyes of blocks (literally small rectangular pieces of wood) pierced to attach to main line of lazy-jack and to allow the double V, which is one continuous line, to shift through. There is a small tackle in the V at each side of

the sail so as to be able to lift the bottom panel from each side of the sail for either a better forward view, or to reef the sail by lowering it into the shelf. By helping it by hand, it is sufficient to use the tackle at your side of the sail, making sure it shifts thru properly. Some masts have a heavy pin stuck into the mast below the bottom panel for the folded sail to rest on when the sail is struck. The aft side rests on a gallows.

I have only shown all the ropes and lines of the sail in the main sail. The other sails are set up in the same way. Once you have the sail laid on the frame and fastened, attach the counter battens on that side of the sail to the battens underneath with small wire, making individual loops. Anyway, that was the way it was done on my sail and no great damage to the sailcloth ensued. By the way, the sail was sewn with modern fishing line.

Having now the sail assembled, hang it from the double halyard and attach the parrels on the four upper battens. These are basically suitable branches. The fore ends are attached in front of the mast and parallel to the luff. The aft parts are attached so that the sail bottom can swing forward, having the mast cross the boom at about one quarter or one third from the aft end of the boom. Thus, the parrels become larger as they get lower (the bottom batten, the one below the boom, gets no parrel). This is done so the sail when running can be swung in a more balanced position, diminishing torqueing forces on the sail and diminishing the tendency to induce yawing. I have a clay model of a yonck, mast and sail are one piece of clay, that shows the sail in this position. It is running.

In order to bring the sail back (and hold it) to the position for tacking or reaching, another parrel rope is strung around luff and mast. It starts at the forward end of the top batten, not the yard, goes around the mast at the second batten, and goes thru a small block at the forward end of the third batten. There it goes thru a small block again, rounds the mast at the fourth batten and back to the forward end of the boom where it is either belayed or, through a small block, led aft to be belayed on the boom at a more convenient place. On very large sails with much heavier parts, a second parrel rope starts at the second batten and reins the second and fourth batten.

So as to transfer the restraining force of this parrel rope to the battens that are not included, restraining ropes are led diagonally from the aft ends of battens 1 and 3 and the boom towards the forward ends of battens 2 and 4 in such a manner that the luff has the proper form.

The sheetlets are only attached to the four upper battens, not to the yard or the boom. The boom has its own separate sheet. The sheetlets join together to one single sheet; the two top sheetlets join, and are again joined to the third sheetlet, and finally these three, join the fourth sheetlet at the block that holds the final single sheet.

Main and foremast are on centerline; the mizzen is offset to port. The mizzen and fore-sail both have sheetlets at both edges of the sail. This allows the mizzen, having no point to set the sheets to port, to be controlled from starboard; the sheetlets at the luff side are used when the sail is canted in the balanced position, as described before.

I believe that the sheetlets of the foresail are also controlled from starboard. This sail

too can be shifted to a balanced position. To use sheet and sheetlets from one central position (on starboard) would make sense as one man could handle it. However, in the manner shown, the sheetlets and sheet could also be controlled from port or, with two men, from both sides.

Yoncks needed a minimum of crew for handling. On a 3,000-4,000 ton Yonck, according to Worchester's classic *Junks and Sam-pans of the Yangtse*; including the cook they needed six men; one, and only one, to climb the mast. Compare that with the veritable army the famous clipper ships, which are comparable in size, needed (and how many crew were lost falling out of the rigging?).

What surprised me was that the main mast was not much over 3"-3-1/2" thick. The mast was the length of the boat, 29'-30' stick, yet standing on the cabin I could lift out and lower the mast by myself if there was no wind. I do not know what kind of wood it was (nobody could tell) but it must have been both light and strong.

The last thing I want to say about this rig is that it does not work like the modern shaped sail. You cannot close haul it and expect to tack; you'll go sideways. For tacking, the sail has to be set just so, and more open than what we do with the standard rig of today. As the rig cannot be quickly adjusted like the ordinary sail of today, one need be very sensitive

on the helm to constantly get the maximum results. If you like sailing for the pure joy of sailing itself that is no problem, but if the main purpose is to get somewhere or to win a race, this might not be your rig.

However, for those who enjoy introducing themselves into a new adventure, a different type of rig, and have the patience to gradually gain the necessary understanding, this rig will prove to be an excellent one. In spite of much bad press from those who quit too soon, these craft and rigs make excellent sailers and tack well. You will just have to let go of some of the dictums that are considered irrefutable wisdom right now. But isn't that true of so many other fields and endeavours today?



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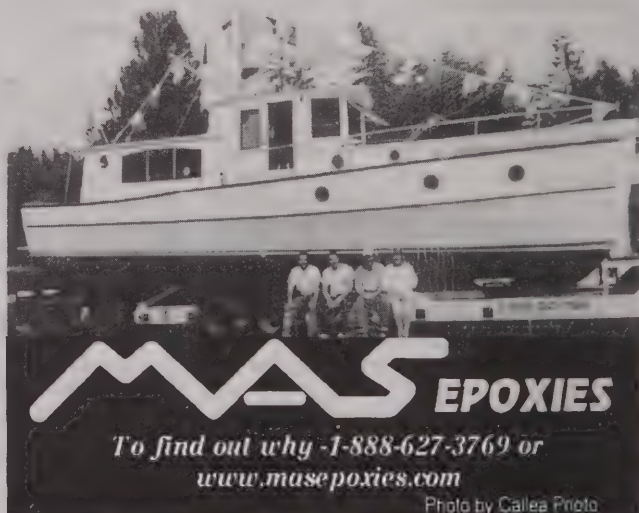


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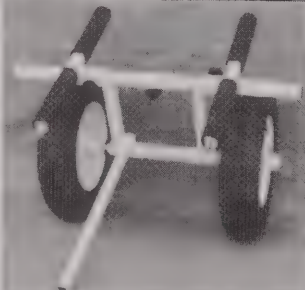
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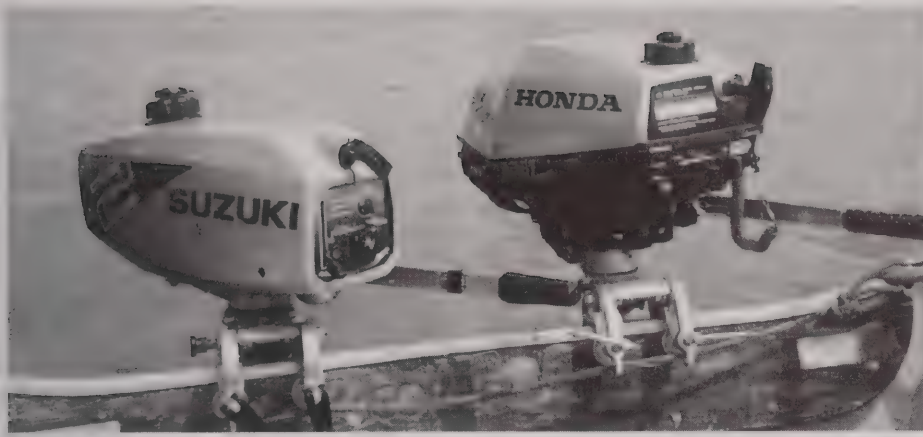
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Two Small Outboards

By Jon Lund

This country is blessed with an endless variety of small lakes, ponds, and waterways that are accessible by hand-carry boat launch sites. Bass boats and other boats requiring a launching ramp just can't get in.

On these mini waters, where ease of putting in and taking out are important, canoes are an ideal way to go. But not everyone is comfortable in the cramped space and limited carrying capacity of a canoe, so for a variety of reasons, canoes are not for everyone. For these boaters, sport canoes, square stern canoes, or light aluminum skiffs are good choices.

It is important to select the right size outboard motor size for these light craft. Some years ago, I acquired a used 12' Sears aluminum rowboat with a 7-1/2 hp outboard and asked the owner why he was selling. He said the rig scared him.

After the first on-the-water trial. I had to agree with him. The outfit scared me, too. The boat, which weighed less than 100 pounds, skipped around like a water strider with a hot foot. It was overpowered. I sold the motor pronto. With a smaller kicker, the boat was well-behaved and it served me for many years.

Over the years, I've used a variety of small outboards. As a kid, I ran a venerable old Elto Ace, which was manufactured by Ole Evinrude after he sold the rights to the Evinrude trademark. Then came a Neptune, which was a crude little machine. Later, a Johnson 2 hp and, most recently, a Suzuki 2 hp, which is my favorite.

It has been reported that running a leaf-blower for an hour puts out as much air pollution as driving a modern auto 100 miles. That's because a gasoline-powered leaf-blower, like most outboard motors, uses a two-cycle engine, whereas autos use four-cycle technology, which today includes sophisticated catalytic converters and fuel supply systems that limit the amount of hydrocarbons emitted.

In a four-cycle engine, the spark plug fires every other time the piston reaches the top of the cylinder, and the piston pushes out the exhaust and then sucks in a fresh charge of fuel before the spark plug fires again so the exhaust is much cleaner.

In a two-cycle engine, the spark plug fires every time the piston reaches the top of the cylinder, and the exhaust is discharged and the

fresh fuel charge is taken in at practically the same time. This means that some of the incoming fuel is mixed with the outgoing exhaust and emitted without being burned up.

In a leaf-blower or chain saw, the unburned fuel from the two-stroke engine goes into the atmosphere. In an outboard, it probably goes into the water.

In addition, with a two-stroke engine, lubrication oil is mixed with the fuel, and whatever oil is not burned up in the cylinder also goes into the water.

Since they don't need valves or a camshaft, and there is a power stroke every revolution, two-cycle engines are simpler, lighter and cheaper for a given power output. But the hydrocarbons in their exhaust have become a matter of concern for people interested in air and water quality.

Honda automobile engines have earned an enviable reputation for quality and durability. Similarly, generators powered by Honda small engines using four-cycle technology are first choice with many building contractors. Therefore, I've been interested to note Honda's venture into the four-cycle outboard motor field.

Until recently, when other outboard makers have come out with four-stroke models, the only other four-cycle many years ago was a Homelite of 50 hp or so, which never achieved wide acceptance.

I had the opportunity to try out a friend's late model Honda 2 hp and compare it with a Suzuki of the same output.

For openers, the Honda is bulkier and heavier, tipping my bathroom scales at 32 pounds versus 25 pounds for the Suzuki, or about 28% heavier. It is air-cooled, with a water-cooled exhaust.

With the Honda you don't add oil to the gas, but pour it in a little filler pipe like many lawnmowers. You can check the oil level through a little viewing window on the face of the motor. Like some older motors, the Honda features an integral gas tank with a fuel tank cap conveniently located on the front of the engine.

My first test was to mount and run first the Honda, then the Suzuki, on the transom of a 17' Grumman square-stern canoe with about 50 pounds of ballast in the bow. It was a calm day. After the tank was emptied, one cup (8 ounces) of gasoline was added to the tank. The

motor was run with the throttle adjusted to roughly half speed, so the craft was going 5-1/2 mph according to a water speedometer.

At this setting, the Suzuki ran about 1-3/4 miles over a measured course before corking out. The Honda ran about 2-1/2 miles before it stopped, or about 43% farther on the same amount of fuel.

Then I hung both motors on the stern of a 14' Alumacraft open aluminum boat, and again added 1 cup of fuel to an empty tank. This time I ran each motor in turn at top speed over the same course. The Honda had an edge in speed, pushing the boat at 6.5 mph versus 5.4 mph for the Suzuki.

The Suzuki ran out of gas after about 1 mile of travel, while the Honda went about 1-1/2 miles, or 50% farther.

My assumption is that the reason for the slightly greater efficiency of the four-cycle at wide open throttle is that the efficiency of the two-cycle engine begins to slope off as the engine approaches top speed.

With the emphasis on quietness in the Honda outboard motor ads, I had expected the Honda to be the quieter of the two, but that didn't prove to be the case. While the Honda ran steadily without missing a beat at low speeds, and the Suzuki chuffed and chugged more at trolling speed, there was more mechanical clatter with the Honda at higher speeds. Neither one was especially quiet as compared to a late model Mercury 8 hp.

I suspect that Honda has put more emphasis on quietness in their bigger engines, and were pretty pleased to be able to put together a water-cooled 2 hp model at 32 pounds of weight without a lot of sound insulation.

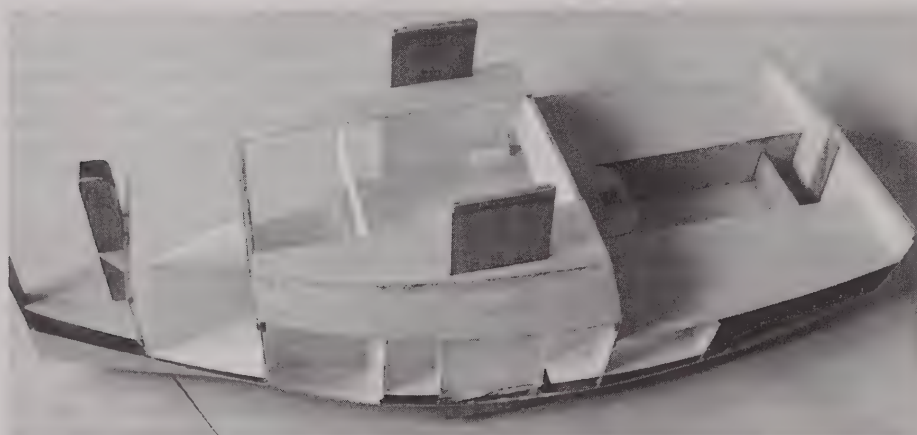
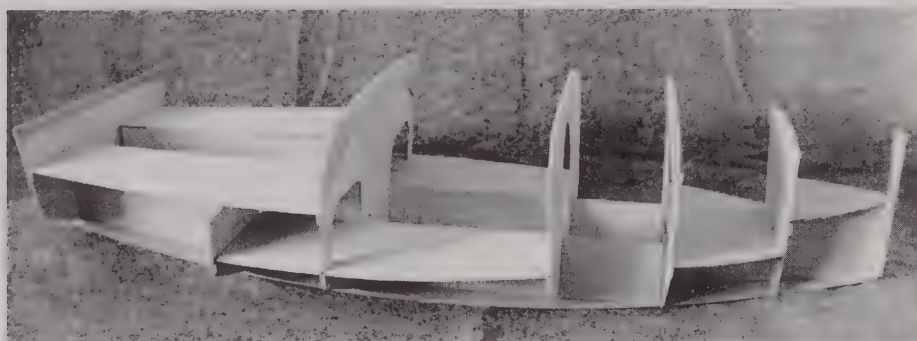
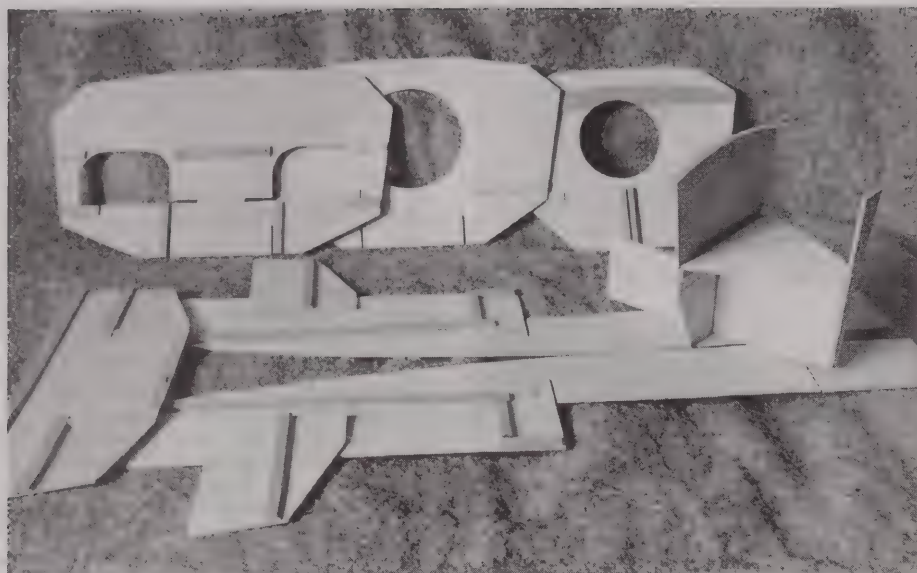
The difference in fuel consumption wasn't a big deal in savings in these days of cheap gasoline in the U.S., but it might be significant in a remote location where fuel has to be flown in.

More disturbing is the answer to the question of what happens to that 40% of the fuel and lubricating oil that the two-cycle wastes. The problem becomes more pressing when you look at the dozens of motors up to 75 times as big and 75 times as fuel thirsty churning up and down the lake. It is no wonder that the EPA is pushing outboard manufacturers to come up with more fuel-efficient designs.

The Honda started on the first or second pull every time and showed every sign of being a well-engineered and reliable engine. There used to be an auto ad that read, "There's a Ford in your future!" It is probably safe to say to outboard boaters today, "There's a four-cycle in your future!"

Since testing this late-model Honda, I've learned that the manufacturer is coming out with a new model which has a twist-grip throttle, which would be a handy improvement, and a centrifugal clutch, which would provide a neutral gear when the motor was slowed down sufficiently. In my view, the motor runs slowly enough at low speed that it doesn't really need a neutral.

DD26 Shoal Draft Sailing Cruiser



The DD26 was originally conceived as my answer to an amateur design competition. I wanted to see how my ideas stacked up against the actual entries. I was asked to judge the competition, and it was interesting to see the wide variety of designs produced to meet the very open brief, none very like mine, but one demonstrating similar thoughts.

Designed primarily for amateur construction by builders with maybe limited access to a large building area, I felt that modular construction was the way to go. Each of the major components can be prefabricated in a domestic garage before requiring the full-size area for assembly. The full-size bulkheads are cut away more than those for the model, of course, as are the spines by way of the heads compartment between BH 3 and 4.

The inner stem, BH 1, and forward well sole are assembled on the forward spine as one unit. The transom is then attached to the two main spines, the bulkheads slotted into place, and this main section joined to the forward unit at BH 3. The shelf between BH 2 and 3 is fitted and, on the real thing, sheer clamps and chine logs.

The hull can now be turned onto its side, or right over to permit fitting of the bottom panel. Once this is fitted, the hull is ready for fitting out. Cockpit seats are fitted, similarly the berth bottoms, which are actually in two pieces to aid fitting of the bilge board cases. The drawings give the actual shape for the berth bottoms with the cutouts for the bilge board cases shown. The framing for the seats and berths form an integral part of the hull, and the stringers at cockpit seat level run from

transom to the inner stem, while those at berth level run from BH 6 to BH 2.

The next stage is to fit the chine panels. With these in place, the bilge board cases can be made and fitted to the chines, but not fixed until the four coach roof sections are fixed in place. Full-size, the inner sections of coach roof are wider with the centre section narrower than the model and fitted with a sliding hatch. Once the coach roof is in place, the slots for the bilge boards are marked out on the roof panels and the cases glued into place. Full-size this is easier than it sounds, since the lower position is fixed by the berth bottoms and only the correct angle to meet the roof requires to be determined. The full-size bilge boards do not protrude above the coach roof, they are T-shaped with stops inside the case, and about the same length as the case so when the board is hauled to the top of the case it is just showing below the chine panel. The slots are well above any possibility of getting foreign bodies in to cause jams.

The mast cases can be made and fixed next, it will be easier to fit the forward one before adding the side panels. Full-size it will probably be better to have the halyard and tack downhaul taken back to the cockpit via turning blocks attached to the mast case rather than the belaying pins. In any event, the forward well should make a snug perch for anchoring and mooring. A longer and slightly more complex outboard motor well is arranged full-size so the motor can be just tipped backward out of the water without having to be fully lifted.

The well hole can be filled with a shaped box to present a smooth exterior to water flow. The interior can be painted and fitted out before the side panels are fixed into place except, of course, where there are shelves against the sides of the hull.

The drawings give developed shapes of most panels, although the hull panels will undoubtedly require some fitting since it is very unlikely that every boat will be exactly the same shape.

The rig consists of a pair of battened balance lug sails on pole masts. This gives a weatherly, low cost, unstressed rig which will give the easily driven DD26 hull a good turn of speed with the advantage of probably being able to trim the sails to self-steer. The mizzen is sheeted to the tiller, which is held centered with a couple of elastic bands. The theory here was that if the mizzen was sheeted further off the wind than the main, it would not begin steering until a good gust hit. This worked, but the mizzen was not working outside the gusts! When a gust did hit, she swung

into the wind and instead of just luffing and bearing away after the gust, she turned and began going to windward because of the centering effect of the bands. This was her maiden voyage and the lead ballast, 1.4 kg (about 2-1/2 pounds), was a little too far forward in the cabin, but I was quite pleased with her performance.

Obviously, with a wooden craft such as the DD26, the majority of builders will have their own ideas which they will wish to incorporate. An alternative which I have already considered is to have lower sides, an open dayboat configuration with long self-draining cockpit, a cuddy forward with a pair of quarter berths and loo, a ballasted centreboard, and a normal Bermudan sloop rig. This arrangement should make an interesting club racing boat.

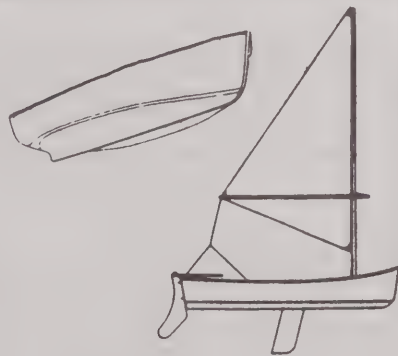
A set of seven drawings (about 20" x 15") are available for the boat as shown in the photos, but with a slightly higher coach roof, the sliding main hatch, and the lug sails rig. This set, with a suggested sequence of construction, not full building information, would cost \$250 plus \$5 for second class airmail. This includes designer's royalty for the building of one boat and the registering of a boat/sail number. Since no prototype has been built, I cannot give any assurance as to how easy, or otherwise, the boat will be to build, or on how she will behave on the water. If anyone is interested, but would like to know more, I can offer as a study plan the first sheet of the drawings, plus a slightly smaller (A3) sail plan drawing for \$20, including second class airmail.

Dennis Davis, 9 Great Burrow Rise, Northam, Bideford, EX39 1TB, England.

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Ballast 385kg (850 lb)
Ballast ratio 35%

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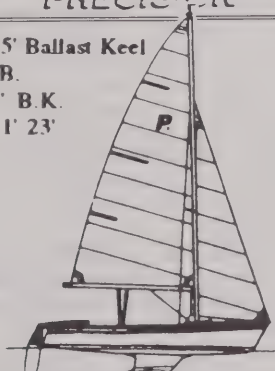
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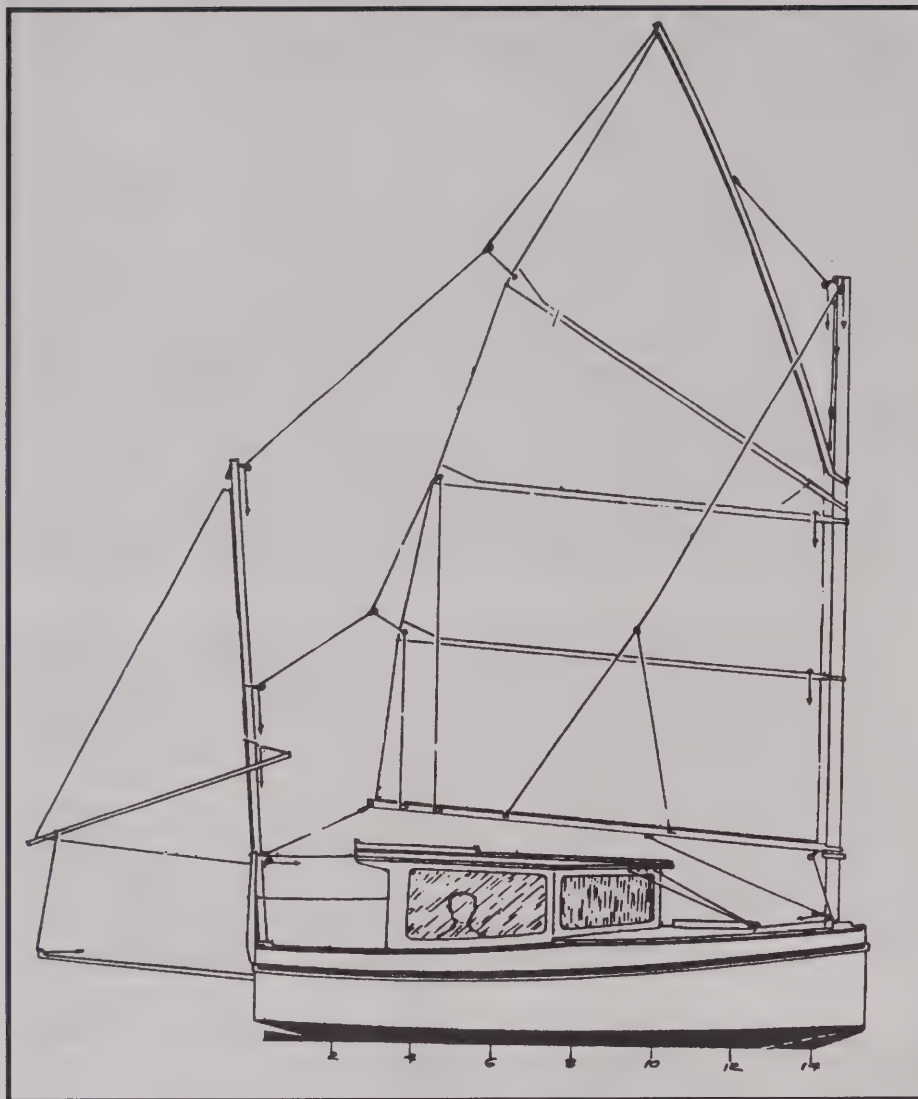
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Bolger on Design

From the correspondence with a client who wanted to do a somewhat more ambitious adventure with Micro. This is all very hush hush stuff:

Dear Q,

Good to talk with you recently. Here is some more fuel for your extended cruising dreams, the Micro Navigator. It is based on the standard Micro configuration and assumes relatively limited surgery on your boat for the upgrade. The point is to maximize the safety of you and your boat during that endeavor, no doubt a serious concern for you for the adventure you are contemplating. We wanted to address avoiding fatigue, exposure, and injury, and a significant increase in Micro's reserve buoyancy under demanding conditions.

Shelter for the crew is the most vital consideration, shelter against too much sun, rain, sleet (!), wind, bugs, and spray. Polycarbonates in her sides and aft, with laminated clear glass forward left and right and in that little ventilation pane on centerline, so that you can use mechanical or electric windshield wipers to cut through too much spray and rain. With the overhead hatch, the companionway aft, the centerline pane, and the hatch forward, plus the down draft off the main sail, there should never be any greenhouse effect inside usually

first suspected by detractors of such houses. Sailing aboard a birdwatcher style cruiser in the desert climate of Lake Mead in Nevada at 122°F (44-45°C) last July, her inside with two vent hatches open was far more habitable than the cockpit under the intense sun.

Aboard Micro, this shelter would offer you full protection and dry working/living quarters, be it for navigation or preparing meals, or for taking catnaps when raising the head will assure you of your safety, or having a bonafied sleep tucked away in your windward berth in remoter waters offshore.

Here you can stretch out on full-size bunks, filler for full-width comfort to get the body located just so, sit up with 3'8" headroom over the bunk and a standard 16-18" leg height, and even stand up to pull your pants up if you are just 5' with floorboards, up to 5'8" without and under the hatch.

Stowage under the bunks, in the forward dressers, and the bin alongside the WC storage are both ample for your purpose and well accessible. With two crew, shifts are obvious and comfortable.

And you never leave the safety of at least hip-deep structure around you to either deal with ground tackle from the forward hatch, or fussing with the outboard sitting on the short afterdeck over the tiller and the WC surrounded by two stout transom-bolted corner posts supporting two lifeline cables running from the house aft, across, and forward again to the house. Pelican hooks would undo the connection to the house for hopping onto docks or climbing into a dinghy.

At sea, Micro can always stand more reserve buoyancy, now multiplied by this house. Your location at the tiller and within immediate reach overhead of the running rigging on centerline puts you where you should be or stay for good trim, with a chart ahead of you on that bunk for instant check. The storage volume is spread out well to allow good control of trim, whether out alone for just a daysail, or provisioned fully for a longer section of that circumnavigation with second crew.

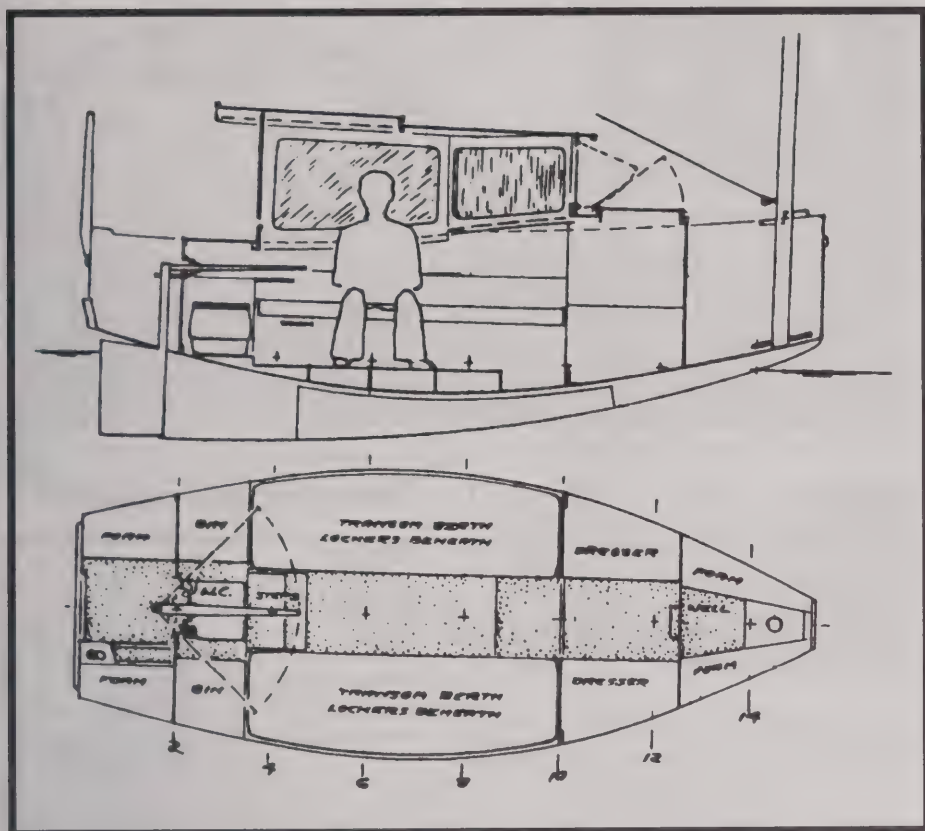
With no openings in her side, all her hatches properly on centerline, and various adjustable openings for ventilation, weathering a storm at sea or just waiting out a down-pour at anchor with the companionway open but dry under the longer house overhang, should be as safe as possible in such a small craft.

The rig calls for the replacement of about 90% of Micro's standard geometry; only the mizzen's sprit, boomkin, and sail remain, albeit with its foot cut down (optionally?) by a few feet.

The reason for this change is your safety at sea, combined with the long overdue need for more sail area. Micro would thus become a Chinese Gaff Cat Yawl. With the best attributes of the western gaff rig and the eastern junk rig combined, this geometry controls each others' well-known vices, allows more sail area (here up to 203 ft² total) which still can be reefed rapidly from within the house while using existing structural geometric relationships between masts placement, rudder, and keel. We've sailed the 525 ft² prototype rig and so far so good in terms of utility, safety, and convenience. We've drawn the geometry for single sails in sizes ranging from this proposal to about 1100 ft².

The prototype proved that the geometry can be raised and lowered, reefed and unfurled again while remaining on course using the sheets, lazyjacks, and the reef lines. Micro Navigator's halyards, sheets, ends, and reef lines would run from left and right of the mast up aft under the housetop overhang for a reasonably dry entry via fairleads into the house and to cleats/clutches on the underside of that top. Standing in the companionway or sitting inside, her light sail and moving spars can be manipulated from amidships, without shifting trim dramatically or opening her bow hatch.

The new rig geometry would have main and mizzen masts that are unpainted stock industrial untapered aluminum pipe, as is the boom, while the purely arbitrarily bent gaff could either be a bent tube or a wood lamination. There are no lacings of sailcloth to the mainmast or tracks. Rather, gaff jaws cut of plywood are connected to each other by bolts through the sailcloth and the battens/boom/gaff, allowing the cloth and battens to rotate freely around the mast controlled on the mast by parrels on each jaw and on the other end by spans between two battens/spars linked to one sheet each.



We show three (short) sheets to control the twist, eliminating it, of the mainsail along its trailing edge up, by sheeting only two battens/spars per sheet; the stresses per sheet are marginal. Thus you can produce a good shape without high-tension rigging and fancy hardware, not that Micro's size would eat up much of that either. The boomvang shown has just the function to keep the boom from rising under the pull of the lower span. Use plans and boat to measure ropage through 180° arc!

Without the risk of the death roll from twist-generated oscillation of a gaffer downwind, or the efficiency losses beating and reaching from a sagging gaff, not to mention the aerodynamic plate shape losses of the typi-

cal junk rig, Micro Navigator could thus run with sail areas as desired on whatever course is geometrically possible, without traditional gaff hazards and the bad aerodynamics of the junk rig.

The issue remaining on each version of this geometry is the relative stiffness of the battens along their length, as none can be alike in stiffness and all have to work together to produce a reasonable sailshape, i.e., some draft forward and flatter near the trailing edge. With Micro Navigator's proposed 176 ft² main and shortish smallish battens, that task would not be overwhelming. Starting out with too much stiffness, you'd observe the cloth's shape under various conditions for week in your home

waters, to then unbolt and pull the battens, and taking the planer/belt sander to each batten, in respective locations softening it where it needs it. Errors in removing too much could be corrected, for instance, by adding a layer of glass tape or put back strips of veneer.

For the long trip, we feel these attributes are most promising in performance and safety, more sail on demand, still a shorter mast reefed in a blow, and none of that sprawling across her raised deck.

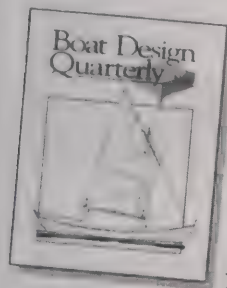
Between the shelter and the rig, the vastly enhanced safety of the Micro Navigator would make your adventure a reasonably rational proposal on a "Micro budget" of hardware.

The modifications shown on the plans sheet assume the seasoned skills of the Micro-builder, who does not need much hand-holding. It would be done by you based on measurements right off your boat, rather than us doing more elaborate detailing of the proposal, as your Micro's Micro-meter dimensions throughout are bound to vary somewhat here and there. The overall geometries should be reasonably clear. If not, ask us.

Thus, if you find the idea interesting enough to engage in the upgrade, look at this proposal, scale it approximately, and carefully perform respective surgery on the existing structure. Incidentally, one side effect of the new cabin layout is the further stiffening of her bottom fore and aft.

We think her looks would be perfectly acceptable in light of her sensible capability, Micro sets her own aesthetic standard anyway. No one would argue looks when you return to your home port after the deed has been done.

Plans for #422 Micro on seven 17" x 22" sheets, including improvements, such as the Navigator, are \$100, and available from us at Phil Bolger & Friends, Box 1209, Gloucester, MA 01930-1209. Navigator upgrade sheet is \$35.



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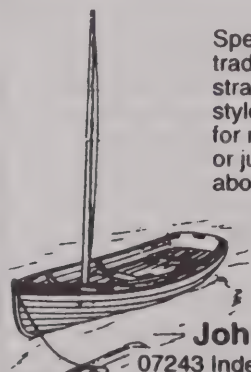
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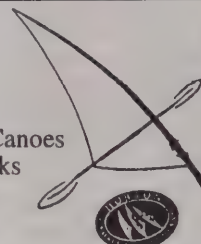
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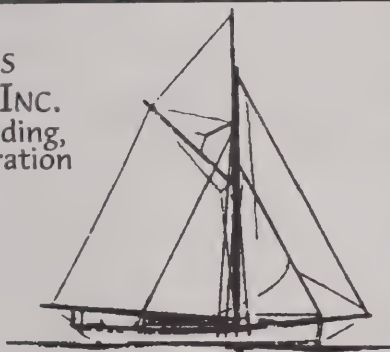


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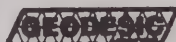
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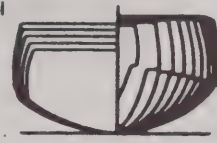
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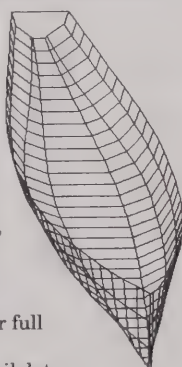
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
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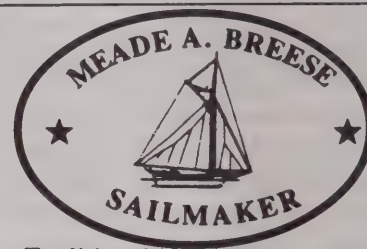
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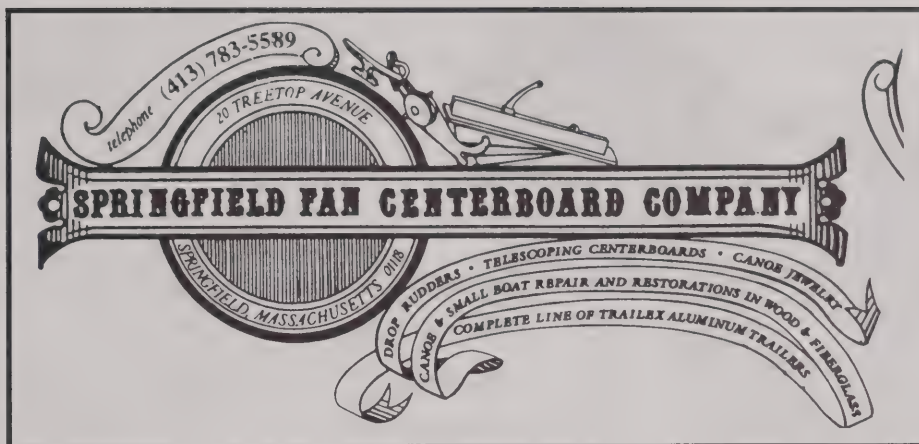


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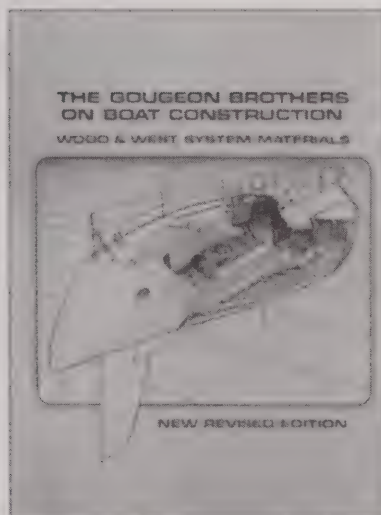
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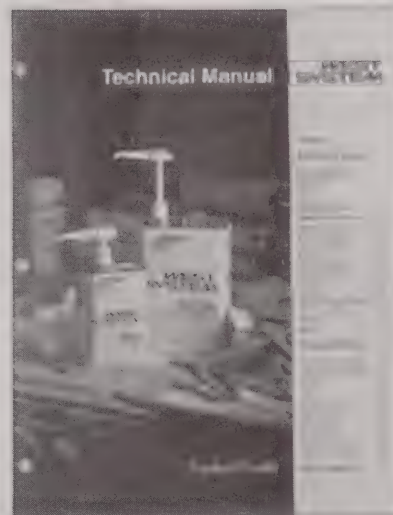
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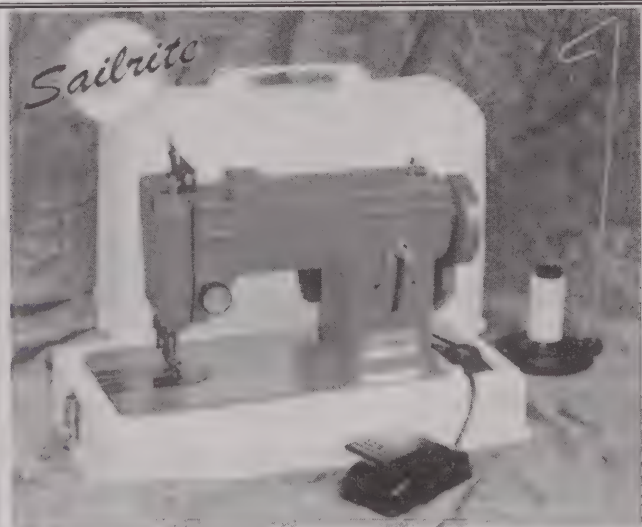
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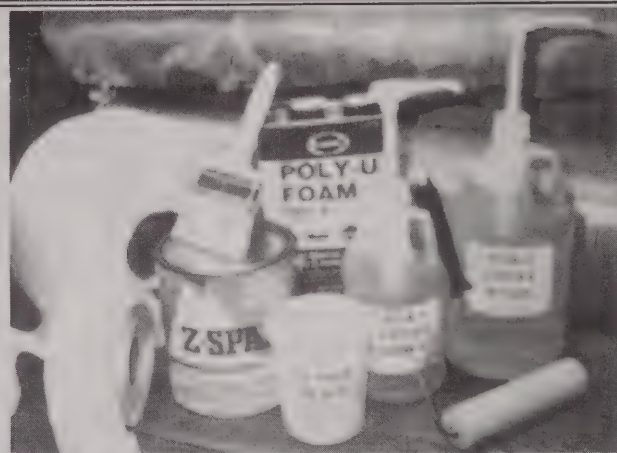
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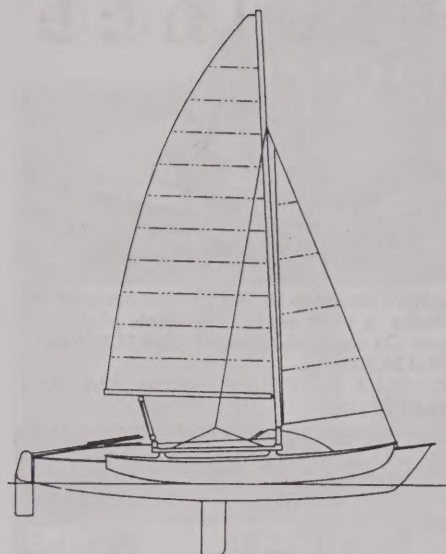
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First Sailboat, 22'-26' cruiser, racer cruiser, hopefully w/slip in SE LA, will travel E. TX to most FL to view prospect. EUGENE COSNAHAN, Baton Rouge, LA, (225) 293-1890. (17)

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Dacron Main & Jib, 150sf ideal for small boat project this winter. Main 20'6" luff, 9'9" foot, approx 100sf; jib 15' luff, 7' foot, approx 50sf. Little used, exc cond. \$200 firm. BOB HICKS, Wenham, MA, (978) 774-0906 6-9pm best. (TF)

Need a Cheap Sail Quickly? White PolySail kits or material. For prices & instructions, visit <http://hometown.aol.com/polysail/polysail.htm> or call (317) 842-8106. (19P)

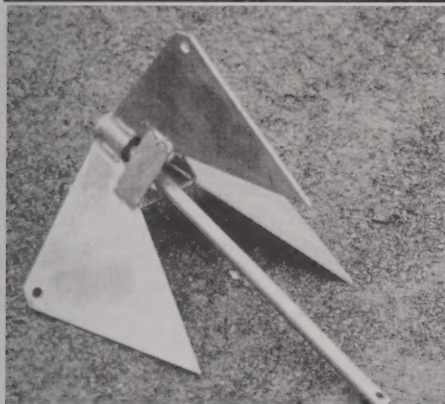
Star Class Sailboat Mainsails & Jibs, exc cond. Main approx 31' luff. ANDREW MENKART, 149 Merion Ave., Haddonfield, NJ 08033-1410 (609) 428-7357 eves-nings.

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Suit of Sails, for SF Bay Pelican that I am restoring to her former glory. JIM TOMKINS, 2783 W. River Rd., Grand Island, NY 14072, (716) 773-5268, <tomkinsboatworks@yahoo.com> (16)

Sunfish Rig, for budget project.
JEFF CRAIG, Ambler, PA, (215) 628-3105. (17)

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BOOKS & PLANS FOR SALE

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.
NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TFP)

I Hear You Bought a Boat, Tom Shaw's book written for the new boat owner, though veterans may glean some useful info. Give a copy to a friend just starting out in boating. \$3 incl mailing.
TOM SHAW, 3915 Appleton Way, Wilmington, NC 28412, (910) 395-1867. (TFP)

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International Marine Light List & Waypoint Guide, Maine to Texas incl Bahamas. '97, new cond. \$9 incl postage.
J.W. SIMS, RR1 Box 5095D, Camden, ME 04843, (207) 236-0652. (17S)

Long Island Sound Chart, original 1902 Eldridge 28"x 8" cloth backed "Newport to New York" rolled chart. \$125.
PETER LAMB, Durham, NH, (603) 868-3090. (17)

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EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (97P)

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MAIB Back Issues, moving, cleaning house, following for sale: Vol. 2 #22, #23, #24, April 1, April 15 & May 1 '85. Vol 3, Vol 4, Vol 5, Vol 6 all issues. Vol 7 #10-#20 incl. Vol 11 #21-#24 incl. Vol 12, Vol 13, Vol 14, Vol 15 all issues. Please make offer. Also some back issues of *SBJ*.
NEIL FOLSOM, 212 Temple Ave., Old Orchard Beach, ME 04064, (207) 934-2309. (17)

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JIM HAVILAND, PO 7427, Shonto, AZ 86054. (17)

Old Canoe Catalogs.
LEROY SAYERS, P.O. Box 386, Smyrna, DE 19977, (302) 653-2628, (302) 653-9487. (TFP)

Wanted Books & Plans: Boat Plans, preferred rolled; nautical books, soft & hard, gd cond; hunting & fishing books; old boating magazines, *Rudder*, *Motor Boating*; *Motor Boating* "Ideal Series Books"; nautical charts; boat models, any cond, no plastic.
THE BOAT HOUSE, 15 State St., Newburyport, MA 01950, (978) 462-2072. (TFP)

Practical Sailor, to rent or borrow issue which discusses the Catalina 27 sailboat, I think a '96 issue. Will pay all expenses incl postage both ways. (17)
BOB DAVIS, 56 Brook Dr., Burlington, VT 05401.

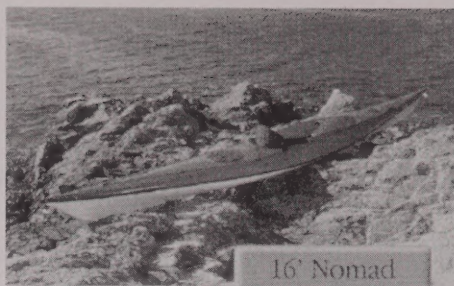
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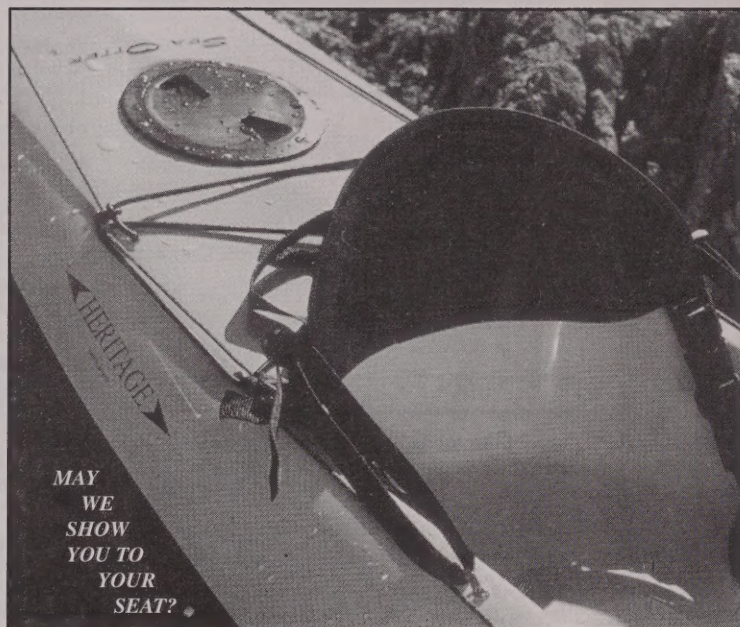
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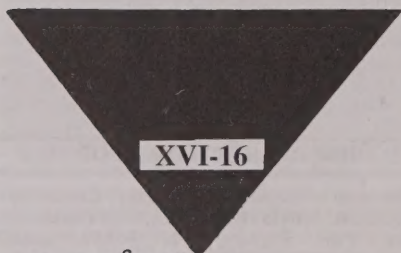
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